# RAILROAD

VEMBER 1974 95 CENTS

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# RAILROAD MAGAZINE

*Adventurous Railroading and Rail Hobbies—Founded 1906*

Vol. 97, No. 1, NOVEMBER 1974

95 CENTS



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Charles R. Kilbourne, 14706 Willoughby Rd., Upper Montclair, Md. 20870


**Amtrak's new SDP 40F No. 602 pulls *The Champion* into Alexandria, Va., in '74.**

# THE MAIL CAR

**where editors and readers meet**

**Connie Wacker, of Orlando, takes a look at Auto-Train U36B unit with mechanic Edward R. McCue in the cab at Sanford, Fla., on a May day in 1974.** William T. Morgan, AG 2 OA Div. USS Saratoga CV-60, FPO New York 09501

OUR COVER shows Wilmington & Western 4-4-0 No. 98 cresting a grade en route from Greenbank to Hockessin, Del., on October 1, 1973. Schenectady built her in 1907 for the Mississippi Central. She is seen wheeling three ex-Lackawanna open-vestibule coaches, an open-bench gondola, and two cabin cars, all of them fully loaded.

W&W owns 2 steam locos, the other being No. 92, a Mogul of Canadian ancestry. Both engines, as well as a varied collection of rolling stock, are superbly maintained. Trackage is now part of the Chessie System, but originally the W&W was a separate company.

Photo was made by Bill Finley, 45 Carpenter Lane, Philadelphia, Pa. 19119. Bill works for Philadelphia radio station WDVR FM. One of his grandfathers spent 46 years in Pennsy service, finally as general manager of freight sales and services; the other was with Baldwin Locomotive Works. A great-grandfather was with the GPAT&P Railway in Louisiana and a distant cousin, H.D. Taylor, was superintendent of motive power for the Philadelphia & Reading.

### Personality Parade

AFTER handling an estimated 20 million telephone calls in her 45 years of railway service, Anne Seidman has retired as chief PBX operator for the Santa Fe at Chicago. What will Anne do now? "Travel quite extensively," she said. Fine—but is that enough to fill the years that lie ahead? We doubt it, Anne, especially if you have kept good health and expect to live a long time. We should all know in advance what we will do after the inevitable retirement. It had better be something of lasting interest, preferably a new job (paid or unpaid) or an absorbing hobby. To our readers in general, young or old, why not start planning right now for the distant future, if you haven't done so already? As Omar Khayyam observed, "The leaves of life keep falling one by one."

LESTER PALMER, a Canadian National brakeman of Stratford, Ont., has become the sixth Canadian presented with the Order of St. John Life-Saving Medal. On the morning of March 6, 1974, Lester, while driving to work, saw two small children running on the ice that covered the Avon River. Before his horrified eyes, both children fell through the ice into the freezing water. Without regard for his own safety, Lester ran across some 200 feet of ice. He, too, fell through, but managed to grab the two children while keeping his head above water. He lost hold of one, a boy of eight, who was drowned under the ice; but saved the other, a girl of nine. Jim Esson, another CN brakeman, who was passing by; launched a canoe. Together they brought the unconscious little girl ashore and revived her by mouth-to-mouth resusication.

KATHRYN A. SIBLEY, daughter of a retired Southern Railway operator, is the only female agent on the entire Southern system. In her new job she supervises all terminal control personnel at Memphis, Tenn., her native city.

BILL KESSEL sent us a photo of amateur divers and sun bathers risking their necks on the International Railroad Bridge on a warm day high above the Niagara River off Fort Erie, Ontario. One of those fellows or girls *could* have a bad landing from the dizzy height atop steel beams into the relatively shallow water far below. Besides, trespassing on a railroad bridge is subject to prosecution in the courts. But do the kids care? Not so you could notice it. The picture show eight of them violating the law and endangering their lives, while five others stand on the river bank watching the "fun."

TAKING advantage of the fact that an Erie Lackawanna freight train was waiting for a clear track near Elmira, N.Y., two masked men armed with guns boarded the caboose and robbed conductor James J. Gillespie of Hornell, N.Y., of a wallet containing $65.

ODD BIT of lore: O. H. Simpson, a dentist of Dodge City, Kan., long ago, used to lay $20 gold pieces on the Santa Fe tracks and let trains run over them to flatten the gold for use in filling teeth. (Question: How many of our readers, as children, have flattened copper pennies on railroad or trolley tracks?)

A CANADIAN NATIONAL apprentice carman, James Andrews of Edmonton, was awarded $1.02 million—possibly the highest award of its kind in history!—by the Alberta Supreme Court for an accident which paralyzed him from the chest down; but he wants to go back to railroading.

"I might be able to do some kind of clerical work," he says. "I wouldn't want to just sit around all the time."

The judgment was against Grand & Toy, Inc., and truck driver Robert Anderson. Jim was hit by a truck while riding a motorcycle home from his job on May 19, 1972. It was handed down on the victim's 24th birthday, but Jim doesn't regard it as a birthday present.

MELVIN LUCAS, a Yakima Valley Transit engineer, and his crew have been giving apples to children for five years or more.

"I carry a box of apples on the train for that purpose," he says, "and toss them out to the kids as we move past. They're there every day, waiting for us. The ding-dong of the engine bell tells them we're coming."

One day a woman, presumably the mother of one of the kids, flagged the train and gave the crew a big sack of home-baked cookies to show her appreciation of their generosity, reports Walt Thayer, a retired gandy dancer of Wenatchee, Wash.

ALTHOUGH the late General W.W. Atterbury, president of the Pennsylvania Railroad at its most prestigious time, never got used to his son, Malcolm, becoming an actor, there was one moment in the son's life he would have approved.

Malcolm, now 67, is a Hollywood character actor. He tells about it: "In a film *Emperor of the North*, I handled a steam engine built by the Baldwin Locomotive Works in Philadelphia in 1915. I drove her on a track 20 miles south of Eugene, Ore. I had sat in the cab of Pennsy engines as a kid and tried to operate the controls. But I had to be taught to run that old Baldwin steamer."

AS A COLLECTOR of railroad picture stamps round the world I found, to my surprise, that the U.S. has issued less than a dozen such stamps in its more than 125 years of Federal postal service. As we all know, the steam locomotive made possible the wide distribution of mail in this country for about a century.—Squire Knowles, 745 Seminole Way, Palo Alto, Calif. 94303.

CHRIS WOUTERS, age 10, and his brother Craig, 6, were given a $100 check by a CP Rail official for discovering and reporting track damage at mileage 87-81 on the Winchester subdivision in Ontario. The lads had been playing near the right-of-way after dinner on June 13th when they noticed a rail partly overturned. They ran home and told their father, who quickly alerted section foreman A. Hun-

**Early days of railfandom. Members of Calif.-Nevada Hist. Society clamber for seats on Sierra Railway's old short combine No. 5 in August, 1937 at Oakdale, Calif. Ted Wurm, top of car, looks down on Guy Dunscomb and Bert Ward.**

Ken Frick photo from Ted Wurm collection

eault. Then the dispatcher put out an order to flag an oncoming freight, due any minute. The train, nearly a mile long and making about 60 mph, was flagged down, after which it crawled to Winchester, where it waited until gandy dancers fixed the track.

A CANADIAN NATIONAL engineer, Larry Omichinski of New Westminster, B.C., saw a lost baby boy wandering alongside the CN right-of-way early in the evening of July 2nd. Francis Mason wandered away from his parents' log cabin in the bush. His dog had returned without him, prompting the parents to begin searching. Larry stopped the train. The crew took Francis aboard the caboose and fed him sandwiches and milk before delivering him to his home at Boston Bar.

BEAUTIFUL Cindy Burow, age 20, is a Burlington Northern brakeman—beg pardon, brakewoman. When freight train No. 100 pulled into the railroad yards at Lincoln, Neb., the other day, she jumped off the train, threw the switch, and climbed back on. It was the end of train service on the Hastings-Lincoln route but was Cindy's first run. The gal got interested in railroading when she worked at her family's feed company in Humbolt, Neb., painting numbers on boxcars.

CELEBRATING a marriage that has lasted 65 years are Mr. and Mrs. H.D. Tyler of Beacon Hill Lodge, Winnipeg Beach, Man., Canada. The husband was a Canadian Pacific machinist at Weston Shops before retiring in 1948. Since then he has collected a lot of pension money.

### An Experimental 4-2-2-0

WANTED: information on the experimental 4-2-2-0 built in 1893 by R. and W. Hawthorn of Leslie & Co., Ltd., at Newcastle-on-Tyne, England, based on F.C. Winby's patent and exhibited at the World's Columbian Exposition at Chicago in that year.

British locomotives of the last quarter of the 19th century had rather small boilers which, although being able to cope with express passenger trains, had little capacity for increased speeds or heavier trains. Against this background, Mr. Winby took out his patent on a boiler with greatly increased heating surface and designed a loco incorporating the patent which was to have a relatively high tractive effort and higher mean speed.

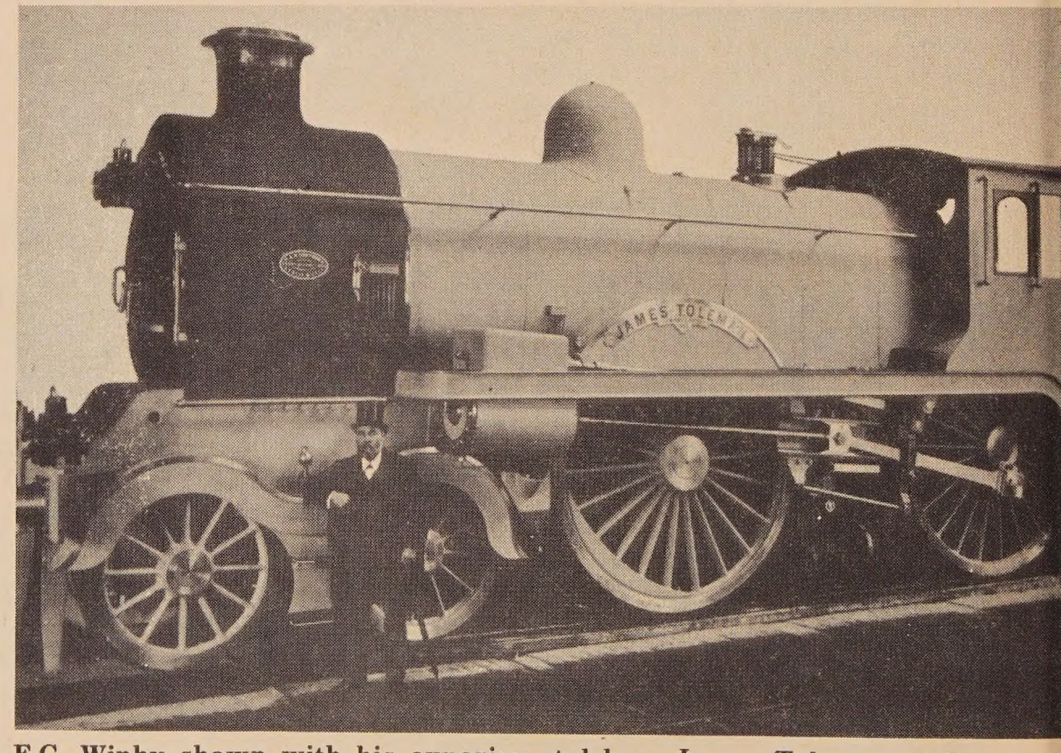
To attain such speeds, the driving wheels were of 7′ 6″ diameter, and to increase the t.e. the grate area was enlarged. The driving wheels had to be pushed apart and 11′ 4½″ length for coupling rods dispensed with. Inside two cylinders drove the first pair of driving wheels. The second pair of driving wheels were operated by the outside two cylinders by inordinately long piston rods, the crossheads and slidebars being mounted off the main frames between the driving wheels.

To supply steam to the four cylinders, the boiler has to contain twice the normal heating surface, and enlarged grate. The boiler, too, had to be enlarged. An increase in diameter would be checked by the big driving wheels, and between them the boiler was made to fit.

The boiler size was obtained at the cost of its structural strength. Its section was as two top portions of circles, jointed by longitudinal curved butt straps. Winby sought to remedy the inherent weakness of the section by a single row of horizontal stays binding the butt straps together. To maintain boiler capacity with a lengthened grate, a long coupled wheelbase, and a not easily further-lengthened design, the boiler was extended back into the firebox over the grate by about three feet. Furthermore, it was extended into the smokebox by about one foot.

The inside cylinders were worked by Stephenson's valve gear, the outside cylinders by Joy's, the four gears being driven by steam and controlled by screw reversing gear. A large bogie tender was designed for the *James Toleman*, as the loco was named; but this never got beyond the paper stage, probably because there was no room for it at the Exposition. The *James Toleman* had no regular trial in Britain before it was shipped overseas to Chicago, accompanied by Mr. Winby himself—a dignified, bearded gentleman of medium height whose portrait shows him sporting a black top hat and a cane.

Among the other exhibits there was Samuel M. Vauclain's much-publicized *Columbia*, a 2-4-2 with two pairs of drivers obvi-



**F.C. Winby shown with his experimental loco *James Toleman* at Fair in 1893.**
Photograph from J.R. Bayliff

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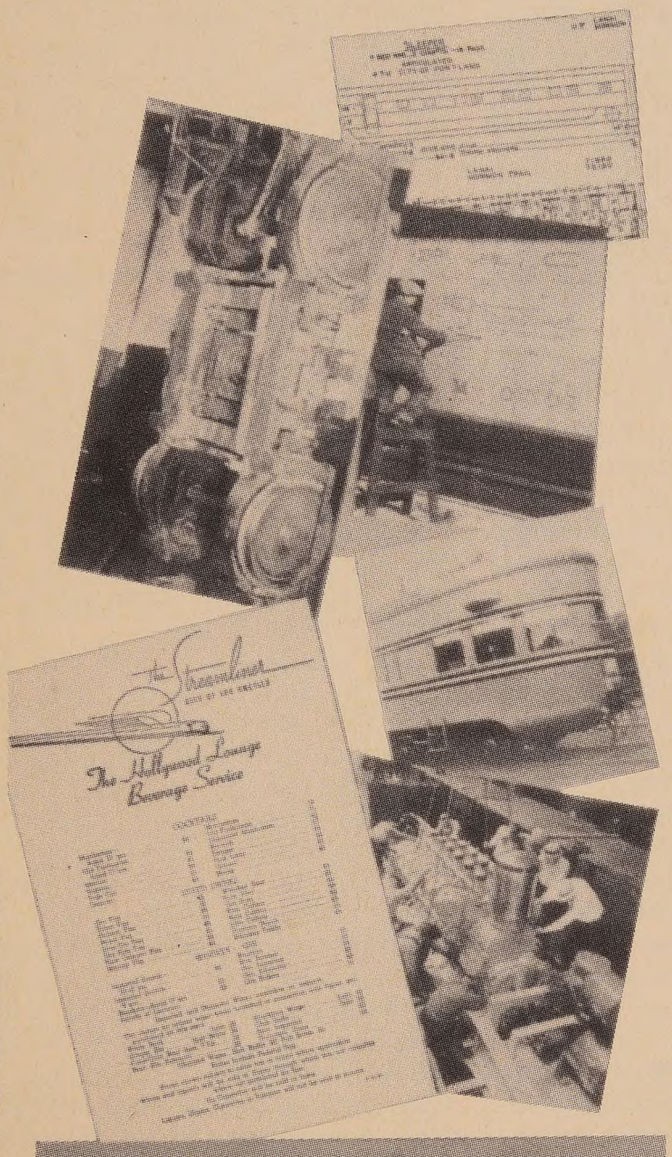

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ously built for speed. Winby claimed just about everything in sight for his engine. He badgered Vauclain with offers to race it against the *Columbia* for $1,000 a side. (A large bet in those days!) The wager did not appeal to the Baldwin man, but out of courtesy he offered Winby all the racing he wanted free of charge.

After the Exposition, Vauclain got permission to run the *Columbia* on trial in passenger service on the Milwaukee-Chicago Division of the Chicago, Milwaukee & St. Paul Railroad. So Winby followed him to that road, on which the *James Toleman* and the *Columbia* competed in running time with equal trains. But the 4-2-2-0 could barely get over the 85-mile division! Its boiler developed all the foreseeable faults about its longitudinal beams, which failed to keep tight and, despite a great heating surface, could not make steam properly. After a very short, unsuccessful trial, during which Winby desperately made many alterations in his locomotive, the *James Toleman* was put on a sidetrack at the Milwaukee Shops and shown as a curiosity.

Two other British exhibits at the World's Columbian Exposition were three-cylindered Webb Compounds of the London & North Western Railway, being a 2-2-2-2 named *Queen Empress* and a 2-2-2-0 of the Teutonic class, both accompanied by 42-foot coaches. The *Queen Empress* received the Exposition's top award and later ran from Chicago to New York as a "British special train."

Prior to that, in 1888, Beyer-Peacock of Manchester had built a Webb three-cylinder 2-2-2-0 for the Pennsylvania Railroad. Basically, it was an LNWR Compound with an American bell, headlight, and cowcatcher. Entering Pennsy service in Feb. '89, it was withdrawn the following January to be dumped ignominiously into Lake Michigan!

I would welcome contemporary references, documentation, or illustrations of any of the British-built engines I have mentioned, but especially the *James Toleman.* Such material would be on loan and carefully treated, with postage refunded. I answer all mail. Who can tell me the ultimate fate of the *James Coleman* and whether or not the Pennsy's sole Webb Compound, named the *Pennsylvania,* is still in Lake Michigan?—J.R. Bayliff, Theophil de Bockweg 5, Renkum 6130, Gelderland, The Netherlands.

(*Ed. note:* We'd like to print the answer to those questions. Also: what happened to Mr. Winby after his pet locomotive flopped; and who was James Toleman, for whom it was named? Your editor has a special interest in the human side of railroading.)

## Steam News and Comments

THE "HAYBURNER" won again in the re-run last August 26th of the Baltimore & Ohio's famous race between a steam locomotive and a horse. Unlike the six-mile course of the first race from Relay, Md., to Baltimore 144 years ago, the recent contest was over parallel tracks 150 yards long.

The original race was run by inventor Peter Cooper. His locomotive, the *Tom Thumb,* left the horse and cart behind. But near the finish line, the *Tom Thumb* broke down and the horse galloped on to victory.

In the latest race, the little steam engine—a copy of the Tom Thumb—never really challenged the horse and cart. The engineer deliberately began braking halfway down the course. For the occasion, the B&O imported a Chessie System regional locomotive supervisor, Russ Sunderland, from Clifton Forge, Va , to run the engine. Like Peter Cooper before him, Russ wore a red coat and top hat and steamed along accompanied by small boys and assorted dogs.

CORRECTION. Photo in our August issue, page 32, shows Texas type (2-10-4) engine 905 of the Kansas City Southern which we miscaptioned "2-8-4." In pointing out our error, Dennis P. Brennan of Mansfield, Ohio, says Lima built ten of them for KCS.

LOCOMOTIVE 6000, the *King George V,* which headed

the B&O's "Fair of the Iron Horse" at Halethorpe, Md., in October, 1927, is not only preserved but kept in full working order and from time to time hauls mainline passenger trains on certain approved lines in Britain. Since the running of this engine in U.S.A. was not adequately covered, nor have I seen many pix of the 6000 in action out of American cities, maybe *Railroad Magazine* could do something about it.—John Drayton (retired British Rail engineer) 13 Sycamore Rd., Griffithstown, Pontypool, Gwent, Great Britain.

THE *LILLIPUT,* Lehigh Valley engine 36, pictured in your September issue, was built by William Mason in 1862. The year before that, Mason had produced the *Vixen* and the *Vampire,* both for the Dubuque & Iowa City; and also in 1862 the *Rockville,* for the Rockville branch. These four seem to have been the full extent of Mason's flirtation with the single-driving-wheel locomotive. All were 2-2-0's. The Lehigh Valley was sufficiently interested in the single-drivered type to build one in their own shops in 1870, namely, the *Crickett,* a 2-2-2T. These facts come from *American Single Locomotives and the 'Pioneer,'* a book written by one of your *Interesting Railfans,* John H. White, Jr., and published by Smithsonian Institution Press—Ray Rivet, 64 Breslin Ave., Cohoes, N.Y. 12047.

AS A RETIRED telegrapher-agent with a record of 43 years on the Southern Pacific's Los Angeles Division, I am now writing about my experiences in the hope that someone, somewhere will publish them. I recently bought 200 different old issues of *Railroad Magazine,* dating back to 1957, which I am reading and enjoying very much. Long ago, when I was working on the Burlington's Sheridan Division, they used coalburning engine No. 5050 for inspection purposes. She had controls in front in a sort of observation cab. The fireman also had controls to use in case he wanted to stop her for any reason. What happened to this engine?—Philip N. McCrillis, 313 R. 22nd St., Santa Ana, Calif. 92706.

ALTHOUGH the double-page photo of four engines pulling a D&RGW train up Soldier Summit, Utah, in your August issue was miscaptioned "triple-header," I am grateful for your many fine pictures, articles, and information on steam, one of my prime interests. Electric railroading also appeals to me. I can't understand why the Milwaukee scrapped its electrified divisions and went diesel, since the very modern Black Mesa & Lake Powell Railroad operates on straight electric power. Diesels just don't turn me on at all.—Donald E. Mote, 8546 Brunswick Ave., Riverside, Calif. 92504.

### Humane Train Crews

BECAUSE he asked the engineer to stop his train so he could pick up a small dog freezing in a snowbank on the right-of-way, Frank Pitman, ticket collector in suburban service on the Chicago & North Western's Wisconsin Division, has been given the Honor Award of the Anti-Cruelty Society.

Pitman first saw the collie pup under a viaduct near Barrington, Illinois, with the temperature about 12 above zero. He was on his regular northbound run and the thought of the little bundle of fur shivering in bitter weather stayed with him all the way to Crystal Lake.

Just before starting on his return trip to Chicago, he asked engineer Joe Gannon to stop the train at the spot where he had seen the dog. Gannon did so. Passengers cheered when they saw the ticket collector wade through knee-deep snow to pick up the dog. He and other crew men revived the badly-frozen creature with warm coffee. Then what happened to the pup? Well, Pitman has a pet of his own, so he turned it over to the Orphans of the Storm, a charitable home for lost, strayed, and abandoned animals. Later, a Chicago girl adopted it.

Another unscheduled stop made for humane reason occurred on the Milwaukee Road in the Wisconsin north woods. The crew on a way freight out of Madison which goes to Sauk City and Prairie du Sac, sighted a deer with its hind legs caught between a wire fence along the right-of-way.

The train waited while a rescue party freed the trapped ani-


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mal, which turned out to be a doe weighing about 60 or 70 pounds. After receiving a first-aid treatment, the doe was entrusted to a nearby farmer with instructions to notify the nearest conservation warden.

### Our Monthly Newscast

THE MYSTERY of the missing 93,000 pounds of Boston & Maine track seems to have been solved, reports David R. Squires, secretary of the B&M Historical Society. Some 46.5 tons of rail, tie-plates, and pikes, as well as 60 wooden ties, had vanished from abandoned trackage at Marlboro and Hudson, Mass. Police arrested a man on whose property the ties were found, but the steel is still missing.

THIS November, CP Hotels will open the first of their planned chain of railway restaurants, at Leaside station in Toronto. This "beanery" features a truly Canadian railway decor and a specialized family menu. The dining area—comprised of two former R-series dining cars and one baggage car—will be situated on the opposite side of the station.

THE MILWAUKEE ROAD has just opened a large, new, intermodal, piggyback/container facility in Milwaukee, Wis. The term "intermodal" means that the piggyback trailers and containers move from origin to destination by both rail and highway. Containers range from 20 to 40 feet long. They may be handled either with or without their wheel assemblies. Total movement often includes loading aboard an ocean-going vessel. The new 20-acre facility is on the site of the railroad's old Canal Street yard.

MANY trainmen have enjoyed meals cooked on a little stove in Burlington caboose 14333, also known as Fort Worth & Denver 103. Now in Waco, Texas, this retired crummy will soon be part of a restaurant in which anyone can eat, reports Avery Von Blon of Waco. The place is called "The Water Works" because the caboose juts into a building that used to be a water-pumping station.

SOO LINE is installing a new computer system in Minneapolis, Minn., as part of a $25 million program being carried out this year to improve service to shippers. Beginning in December, it will expedite freight movement and improve accounting procedures.

A 38-PAGE paperbound book, *Robert W. Gordon and the Second Wreck of "Old 97,"* by Norm Cohen, was reprinted from *Journal of American Folklore.* Going into considerable detail, well documented, on the story of that famous wreck and the songs written about it, the little book is an outgrowth of a major work, now nearing completion, of American railroad folksongs. Available at $1 from The John Edward Memorial Foundation, Inc., at the Folklore & Mythology Center, University of California, Los Angeles 90024.

ANOTHER booklet for railfans is *The Saga of Telegraphy,* by J. Ralph Graham, originally issued in 1957 to commemorate the 166th birthday of Samuel F.B. Morse; 29 pages, 5½x8¼, illustrated; may be had from the author (at an undisclosed price), Swans Rd., Rte. 1, Box 491, Newark, N.J. 43055.

SANTA FE has just installed its 5,000th mile of welded rail, thus maintaining a lead over all other railroads in that respect.

"Our welded rail program is a key element in the continuous effort to keep track and roadbed in top-notch condition," says John S. Reed, chairman and chief executive officer. "Coupling it with a program of replacing 1½ to 2 million ties a year, sophisticated electronic track-checking equipment, and routine maintenance procedures enables us to regularly operate freight trains at speeds up to 70 mph, and our *Super C* up to 80 mph. We estimate that we have eliminated over 1,300,000 rail joints! If this program keeps up its present pace of 350 to 400 miles per year, we will finish the welding all trackage on our principal routes within the next six or seven years!"

THE LAST five of 100 new boxcars delivered recently to the Central Vermont are painted differently from all other cars the CV has ever owned. They are painted white with Kelly green lettering, and black underframes, ends, and trucks.

"By creating this distinctive color scheme," says Donald G. Wooden, CV's executive vice president, "we hope to focus attention on the local nature of the CV in its own region. Green is Vermont's state color and therefore most appropriate for the lettering."

The remaining 95 cars of the latest order were painted CV's standard colors: red with white lettering. All 100 were built at Berwick, Pa.

NATIONAL RYS. OF MEXICO, involved in a $53 million expansion program, has placed a multi-million-dollar order with the Albany, N.Y., plant of Simmons Machine Tool Corp. for car-wheel lathes, car-wheel borers, and axle lathes to service its growing fleet of locomotives and cars.

TWO TEEN-AGE Chicago boys are being held on charges in connection with the collision of two Chicago Transit Authority trains during a Friday evening rush hour. The two 15-year-olds somehow got into a motorman's cab that was not being used in one car of one of the trains. One youth pushed a button that signaled the motorman of the train to stop.

An express train hit the halted train from behind not far from the Bryn Mawr station on the city's North Side. About 50 persons were treated at hospitals and authorities removed more than 1,000 persons from the two trains on elevated tracks. Thousands of other commuters were delayed.

### "Old Scalded Dog"

MEL HOLLAND, engineer, of Gardensdale, Ala., who has just retired from 51 years of railroading service, told the *Locomotive Engineer* that he went to work for the Louisville & Nash-

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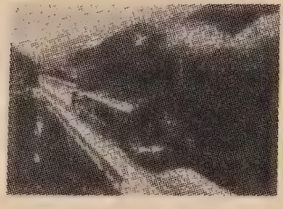

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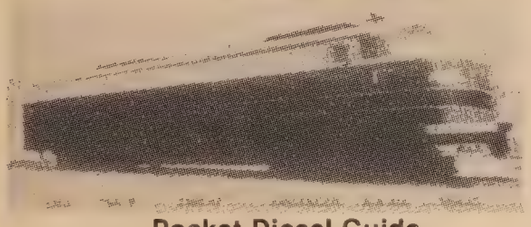

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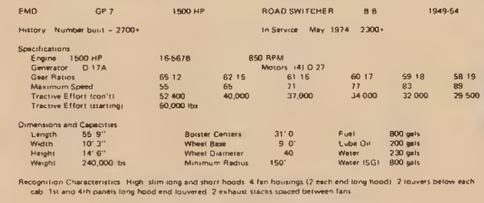
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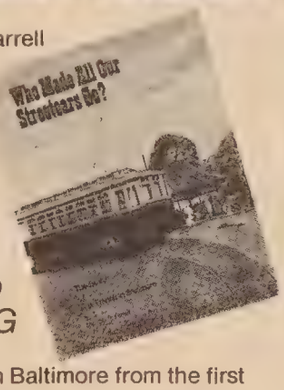


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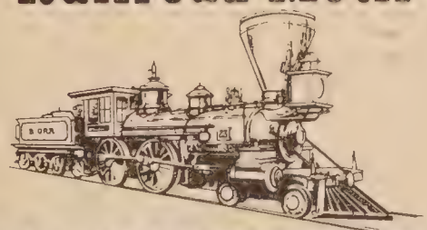

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ville in 1923 "to play football." He'd been on his high school team, and the L&N YMCA team invited him to join them. So Mel became an L&N crew dispatcher and played semi-pro football for the L&N. The team folded when the coach died, but he stayed on with the road and took a job firing locomotives. Since then, he has fired and run every kind of engine that the L&N has operated and was the first man on his division to be certified for diesel operation.

Mel was nicknamed "Old Scalded Dog" because of his habit of calling in to dispatchers his location as "Coming through Docena (or any other spot on the line) like a scalded dog." One of his proudest moments occurred in 1950, near Decatur. A brakeman had mistakenly uncoupled two gasoline-filled tank cars and sent them rolling in the direction of a potato train heading toward them!

Realizing that if the runaway cars were to hit the other train "those fellows would be cremated," he backed his own train from the station and sped down the track in pursuit of the runaways. He was able to catch them and couple up just as the oncoming potato train was braking hard from the other direction.

"I guess there was about a block between us when we both got stopped," he recalls.

On June 22nd, Mel made his last run—on the *Floridian*—and Governor George Wallace sent him a telegram of congratulation on his retirement.

### Firing a Rogers 4-4-0

NEVER will I forget that April day in 1927 when I was called to fire an old Rogers 4-4-0 on a mixed passenger and freight run out of Grand Forks, B.C., on the Canadian Pacific's Kettle Valley line. At the time, I was shoveling coal on pusher service, but once in a while my hogger and I would be lined up for other jobs. Although I'd often seen the Rogers engine in a stall at the far end of the roundhouse and looked her over out of idle curiosity, I had not dreamed of actually firing the old girl. But that fine sunny morning. when spring flowers were blooming and birds were singing, we found ourselves booked for the weekly trip to Lynch Creek, a mining and logging community 25 miles back in the hills on a branch line.

After working with the 3600's, that old Eight-wheeler seemed mighty strange, with her huge driving wheels and a tall stack. Climbing into her wooden cab, I noticed that her tender contained high-grade coal. Opening the firebox door that swung back by means of a chain, I scooped some coal into the low fire. The firebox was so long and narrow that the scoop needed a hefty swing to place coal up front.

I had checked the water-glass, double-checking it by means of the steam cocks, and as the boiler showed only half full I looked for the injectors. There were none alongside the boiler, where they are usually positioned. My hogger pointed out where they were, on the tender by the steps. "Mud suckers," he called them, and explained how they worked. They were tricky to operate.

Both the hogger's and fireman's seats were up high off the deck, which we'd have to remember when stepping down. After pulling over the engine onto our train at the station, we hooked onto wooden-bodied rolling stock just about as old as the locomotive. A string of flats several old boxcars, a faded coach that had probably been built in the nineties, and a caboose sagging in the middle. I didn't think it was exactly a paying run, so it included just about any relic that still had wheels.

A few loggers and a couple of grizzled old prospectors boarded the coach. Upon getting the highball, my hogger started moving that assembly of antique rolling stock toward the branch-line switch, a short distance down the line. Although I'd built up a good fire while waiting at the depot for departure time, ten a.m., I had barely managed to get the steam pressure up to 150 pounds. She popped at 170. But my hogger said it was plenty.

"We've got all day to make the return trip," he grinned. There were no steep grades, so we ambled along on the beautiful spring morning. The line wound up

through a valley, following Lynch Creek most of the way. I welcomed the change in scenery after the rigor of mountainous runs on the Kettle Valley mainline. The old Rogers wasn't a great steamer, but I had no trouble keeping her pressure at the 150 mark.

Around 11:30, when we rolled to a stop at the settlement of Lynch Creek, the only person in sight was the station agent. On the other side of a dusty road stood a general store, with hitching rail in front; and a short distance past the depot was a small lumber mill, where we picked up several boxcars loaded with lumber. The empties we'd brought up were switched onto a siding. Our few passengers descended in leisurely fashion from the old coach and soon disappeared. As we weren't due to leave that sleepy place until three p.m., we took our time eating lunch in the depot and chatting with the agent. I asked him if there was any significance to the name Lynch Creek.

"Sure is," he drawled, and told us the story. Back in the years when it was just a crude mining camp, a group of vigilantes had handed out swift justice to a couple of claim jumpers for having murdered the miner who owned that claim. Both men danced at the end of rope. We waited around the station. By three o'clock a few passengers had boarded the coach and our conductor gave us a highball. Our return trip was slightly down grade, landing us back in Grand Forks an hour later. It was one of the easiest runs I ever made and on the oldest locomotive I ever fired.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada V8W IN9.

### Overseas Railroading

GRIM NEWS from Zagreb, Yugoslavia, estimates that 150 passengers were killed and 150 others injured when an express train flipped over after passing a red signal light on August 30th. Many deaths were due to electrocution, the train having snapped concrete pillars alongside the track, bringing down electric power cables.

An investigating commission said the train, carrying vacationing Yugoslav workers back to Germany, was traveling between 49.7 and 55.9 mph when the disaster occurred. It said the first signal was out of order, but the main signal was working and showed red. The engineer went through the red light and entered the switches at too high a speed.

A COLUMN seven feet high, resembling a giant thermometer, stands in the rotunda of the railway station at Duesseldorf in one of West Germany's most heavily industrialized areas. By registering levels of carbon monoxide and sulphur dioxide, it tells rail travelers just how much pollution they are getting into. A green light indicates acceptable levels; red, unacceptable. Maybe someone can tell us why it was set up in a railway station.

A MAILBAG containing the equivalent of $33,000 in Swiss banknotes fell off a train in Switzerland the other day and burst open, scattering the money. Nearby residents scooped it up in plastic bags and turned in all but the equivalent of $320. We wonder how much money would have been turned in if $33,000 had fallen off an American train.

COMPLETION of the 670-mile Chengtu-Kunming Railway, with 427 tunnels and 653 bridges, is featured in the magazine *China Reconstructs,* July '74, reports Henry R. Cordon of Longview, Wash.

"A FEW DAYS ago in the members' hut at the Crich Tramway Museum I happened to pick up a copy of *Railroad,*" writes C.H. Irwin, The Book House, 37 Frederick St., Loughborough, Leics, England, LE11 3HB. "It fascinated me so much that I nearly missed my next shift and got a bawling out from the inspector. Of all the rail magazines I have seen, yours is the brightest. We have a book, *Rails Round the Rectory: The Story of the Cadeby Light Railway.* This line must be unique, if only on account of its short size and the fact that it runs on the grounds of a clergyman's residence. Its general owner and manager is the rector, the Rev. E.R. Boston. Over the years it must have been visited by nearly every steam fan in England as well as many from abroad. On 'Steam Days' an open house is held and enthusiasts are welcome not only to ride the train but even drive the locomotive."

The book has 18 pages, 6½x9½", semi-stuff covers, and many illustrations as well as pleasing text matter. A copy will be airmailed anywhere for $1 or sterling draft for 45 pence. Price in the United Kingdom, 30p plus 5p postage.

AFTER other methods had failed, David Payne, 30, and Robert Lane, 17, used a British Rail express train to crack open a safe they had stolen. Payne told the court at St. Alban's in England they had tried to use the train to open the safe when it resisted battering with a pick and a shovel as well as a 40-foot drop. But all they got, when the London-Glasgow express hit the safe at 80 mph on the track, was $16.80 and prison sentences. They were convicted of stealing the safe and endangering the lives of 130 passengers. The impact scattered the $150 loot in all directions, some of the money going 400 miles to Glasgow stuck to the locomotive!

GUNMEN cut the main rail link in Ulster between Belfast and Dublin for more than 12 hours by hijacking a train just inside the Irish Republic. The train was allowed to block the tracks for hours because they feared it might contain a bomb, although a subsequent search revealed nothing.

STEAM LOCOMOTIVES OF THE EAST AFRICAN RAILWAYS is a new book by R. Ramaer, 96 pages, 7½x10", hard cover; David & Charles, North Pomfret, Vt. 05053, illustrations, rosters, drawings, maps, $12.50. The independent railways of Kenya, Uganda, and Tanganyika were united in 1949 to become the East African Railways. The joining created a system of diversified motive power and practices. Ramaer tells about the history of this power up to the present time.

# PHOTOGRAPHS OF THE MONTH

**Jill Short of Dundee, Mich., waves to Detroit, Toledo & Ironton conductor as hack brings up rear of a northbound freight train crossing the Raisin River heading to the DT&I rail yard at Flat Rock, on a hot day in August, 1974.**

John Uckley, 414 W. 4th St., Monroe, Mich. 48161

**Milk wagon and buggy meet Pennsy train hauled by probably an E-5 down at old Millville, Pa., depot in 1913.**

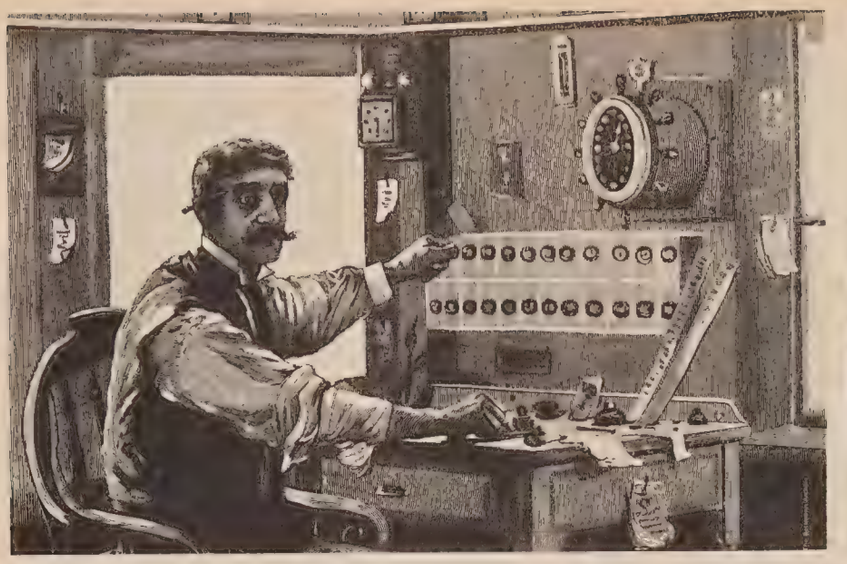
Collection of Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19108

Railfan Leo King won second place in a national photo contest at National Model Railroaders Assn. outing in San Diego last July with view of Alaska R.R. Extra 2000 North at Anchorage. Leo King, Box 662, Utica, N.Y. 13503

## Waybills Galore

Shirley Miller of Penn Central displays a new microfilm tape that has transformed PC freight station services. All waybills stacked behind her will be recorded on tape as aid to shipper. Penn Central Railroad

# Train Dispatcher



**Unlike the oldtimer shown here dispatching 1974 style, Rock Island's first woman in such a job, works in Des Moines, Iowa, dispatching offices. She's pert Debbie McDonnell, 23 year old daughter of an ex-RI agent- op.**

Ed Wojtas, editor of the Rock Island Rocket

**Equipment location board at Albuquerque, N.M. Measuring 64 feet long by eight feet high, the multi-colored schematic of the entire Santa Fe system gives instant location of the nearly 11,000 of work equipment and power tools needed to maintain the railroad's 20,000 miles of trackage. Note wall clocks indicating different time zones.**

Santa Fe Railway

**Milwaukee Road commuter train near Cragin stop in Chicago in '74, taken with a Minolta SRT-101 50mm f.1.7 lens.**
Daniel Biernat, 4941 W. Crystal St., Chicago, Ill. 60651

**Ranulph Bye, who created our cover picture last month, painted the background for E.P. Alexander's scale model of the first station in Harrisburg, Pa. The Pennsylvania R.R. depot is ¼ inch scale, 8 feet long. Alexander used to be on the *Railroad Magazine* staff and has authored several books, some devoted entirely to the railroad modeler.**
E.P. Alexander, Box 528, Upper River Rd., Yardley, Pa. 19067

# Home Away from Home for Espee Train and Engine Men

In his well-lighted bedroom is Klamath Falls brakie Ralph Burke, Jr.

Three of special 44-unit motel complex for railroad crews at Klamath Falls, Ore. Road will soon be providing facilities at terminals in six states.

Conductor Jesse Brinson (left) and brakeman Jim Hector head toward their new individual roomy accommodations.

**Livonia, Avon & Lakeville R.R. shop crew after removal of truck from GE 44-tonner No. 10 by physically tough jack and muscle power method. Scene is just outside the Lakeville, N.Y., shop building. No. 10 was repaired and returned to service after GE's Erie works rebuilt the traction motor. LA&L superintendent G.D. Root shown in center.**

Richard J. Allen, 14 Ethel St. M.R. 99, Binghampton, N.Y. 13905

**Air was cold in November, 1973, as Great Western 0-4-0 Davenport spotted sugar beet cars at Loveland, Colorado.**

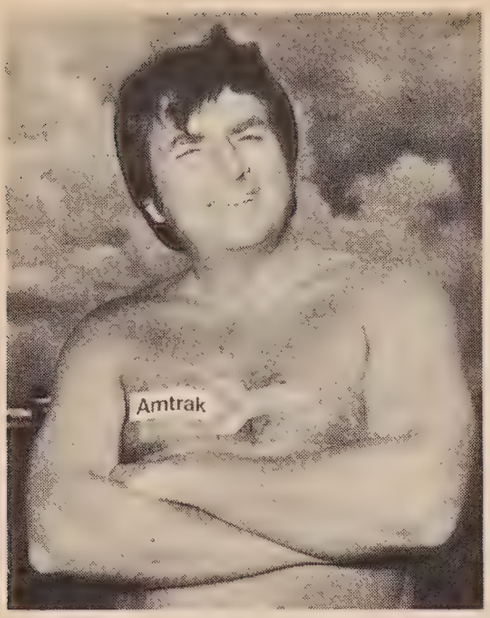
Stan Jennings, 51 So. 8th East, Salt Lake City Utah 84102

**Waiting for the Amtrak train at Niles, Mich., on Aug. 6, 1974 is Suzanne, a quiet, brooding girl with a wanderlust.**

Photograph by John Uckley

**The Lachine piggyback terminal is to be operated by CP Rail's Intermodal Services, a new division set up to handle both container and truck trailer traffic moving on flatcars. This means an integrated operation across Canada.**

CP Rail




George W. Gerhart in the flesh.

*He's Married to Amtrak*

# *GEORGE W. GERHART*

*Interesting Railfan No. 143*

*by FREEMAN HUBBARD*

THE LOVE LIFE of George Washington Gerhart embraces photography and railfanning. We mean his work and his hobby. In saying that, we've said everything. You might think he is married to a camera. Actually, George has promised to love, honor, and obey Amtrak. His wedding announcements are the tons of timetables issued by the bride. His wedding march, unlike Lohengrin's, is the click of wheels over rail-joints, with crescendos of diesel air horns, wailing steam whistles, and the clang of trolley cars screeching around curves. To his ears, these sounds are great music. And his badge of servitude is Amtrak's red, white, and blue blunted arrow, like the scarlet "A" in Hawthorne's famous novel, decorating his manly chest.

Somewhere on our planet there may be two-legged creatures of a different sort. Blondes, brunettes, and redheads. Soulful tender eyes. Moundlike breasts. Midriffs with navels bare in warm weather. Impudent posteriors that vulgar men would like to grab at. Or chaste and spiritually aloof beings, intellectual, untouchable, but feminine just the same.

If such persons exist in your part of the country, don't tell George about them. You might make him think, at age 43, that he's been missing something. It would not be right to disturb the platonic marital bliss of Mr. and Mrs. Amtrak, meaning George Gerhart and his blunt-arrowed wife, whose union "till death do us part" had been recorded by thousands of camera shots, both stills and movies.

As for flesh-and-blood women, he tells us: "I'm realistic when I say I'm glad I never married. Being inherently a 'loner' type, I can function more freely by remaining single."

George was born only a block from the gleaming rails of the Reading's Lebanon Valley branch. Possibly the first sound he ever heard on August 25, 1931, while his umbilical cord was being cut, was a steam-powered train, with whistle screaming, en route to Harrisburg through his birthplace, Robesonia, Pa., a small, conventional, Pennsylvania Dutch town 12 miles west of Reading. The Pennsylvania Dutch are descendants of immigrants who settled in that state in the 17th and 18th centuries and spoke a High German dialect mixed with English.

George has two brothers, both older: Robert R., Jr., and Willard L. The latter still lives in Robesonia. "Rail traffic here in the thirties and forties was constant," he reminisces, "with passenger, mail, and freight service. Especially coal drags. The familiar railroad noises and the smoke plumes trailing over our community on the side of South Mountain reassured us that life was normal. Many a coalburner pulling a long string of freight loads from a score of 'foreign' railroads put us to sleep at night.

"Each morning and evening at 9:06 the barreling nine o'clock flyer *Queen of the Valley* thrilled the countryside. As her whistle echoed through the green or snow-covered valley we would check our clocks for accuracy. The *Queen* just had to be on time! And at Yuletide we Gerharts set up a huge platform in our house and I'd spend Christmas Eve listening to carols on the radio while I created a Lionel O-gage layout, winding its tinplate tracks without ballast through the living and dining rooms, past the gaily-decorated fir tree. Next morning my little brother would be ecstatic over Santa Claus's magic."

These factors, of course, helped to make George a railfan. The boys' father ran the town's general store, later bought out a grocery and meat business in Wyomissing, ten miles east, and for many years held a contract to

**Reading train 193, the *Harrisburg Special,* thunders past George Gerhart's hometown station of Robesonia, westbound from Jersey City to Harrisburg with a new Pacific steamer, No. 215, class G-3, in early May, 1952.**

Photo by George W. Gerhart

haul Robesonia's mail between the local post office and the trains. The old man, 83, has always resided on the same street and today occupies the house he was born in.

George's mother, now deceased, was the eleventh of twelve children. Families were big in the old days. Benjamin Franklin, for example, was the youngest of seventeen. Four of George's uncles on the distaff side were rail men. Two worked on the Reading, one in engine service, one as an agent-telegrapher and traveling auditor. The other two were respectively motorman and conductor with the Reading Transit & Light system.

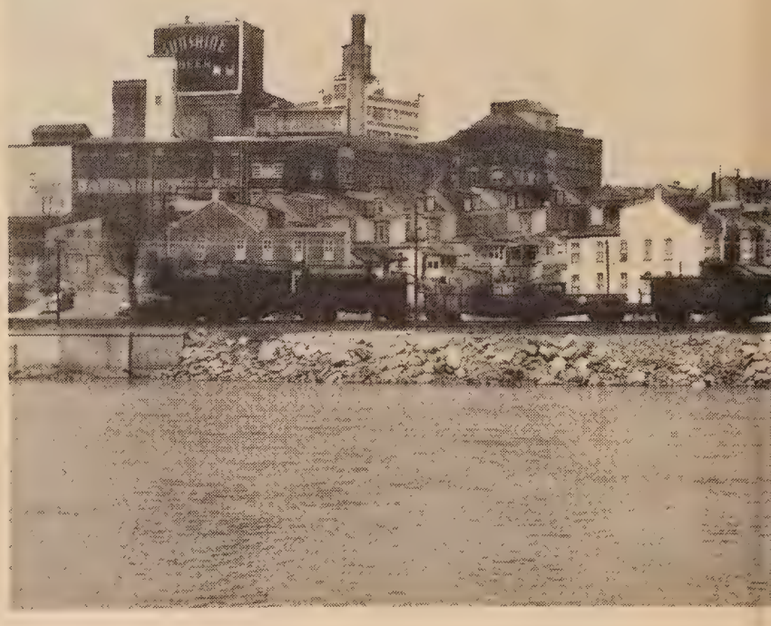
The station at the end of the street on which the Gerharts lived was George's unofficial headquarters when he was not being pressed by parents or teachers into wasting his efforts on minor functions elsewhere. Robesonia also had a locomotive watering facility, a wye, two through tracks and two passing tracks, a freight warehouse, and a section house for gandy dancers. The town sits on a .42 percent grade westbound. In steam days it was a happy hunting ground for railfans.

**Lehigh Valley Transit, *Liberty Bell Limited* grinds along on photo run by for railfans Aug. 28, 1949. Good shot showing photographers in action.** Photo by G.W. Gerhart

THE WYE track was a remnant of an industrial lead into the former Robesonia Iron Works, which Bethlehem Steel had bought in the 1920s to get its ore rights and then abandoned. During World War II the wye was kept hot by countless engines turning back westbound over it after pushing extra-long freights to within 12 miles of Reading and downgrade.

In the peaceful summer of 1938 the Reading's only streamliner, the *Crusader,* steam-powered and loaded with brass collars, politicians, and journalists, including your editor, rolled through Robesonia without stopping. It was the first run of a stainless-steel train in the East. Polished like a silver punch bowl, it headed for Hershey Park, Pa., home of the "Chocolate King." Mr. Hershey himself, tall, elderly, and gracious, presided at the feast and Broadway floor show which the railroad management set up for its non-paying passengers. Yes, the carriers were fairly prosperous in those days. Like the rest of Robesonia's 1,600 population, the Gerharts lined

George Gerhart said this was photo of himself and a monkey, but he didn't specify which was the monkey.



Northbound Pennsy freight headed by L-1 Mike No. 1299 prepares to cross the Schuylkill River on the Schuylkill branch at Reading, Pa., on an August day, 1952. Photos by George W. Gerhart

the track to greet the shining new train. All along the route, other people did likewise, some even holding up flaming torches at night to light the *Crusader's* return trip. Your editor may have seen George that day, but didn't notice him. The kid was only seven and still remembers his first sight of that train, but did not ride it until 1956, and then behind FP-7 diesels.

Long before that, however, our *Interesting Railfan* traveled on other trains pulled by the *Crusader's* steam Pacific types after they'd been bumped from streamliner service and been destreamlined. One evening in 1946 the Reading's first FT units highballed through Robesonia. EMD had arrived in the old-fashioned Pennsylvania Dutch country! Also, George recalls the time he discovered that a switch lock was loosely attached to a stub-end siding which led into the westbound track. Eager to show off, he gathered other boys around him and threw the switch and de-rail back and forth.

"Look at this!" he boasted. "You dummies didn't even know we could do it."

But the divisional superintendent of maintenance of way was inspecting some trackwork nearby. He was surprised and annoyed to see the yellow "eye" on the Hall banjo-type signal flopping first one way, then another. The switch was tied into the westbound block signal, but because it didn't lead directly into the main track it registered only caution each time George opened the switch. The irate official spotted the kids and yelled at them. They promptly tore out across a field.

Because a neighbor had witnessed this incident and identified George, a railroad agent called on the Gerharts the following morning. As a result, the boy was ordered to stop playing around the tracks. After World War II the roads, including the Reading, did a lot of track rehabilitation. Some maintenance-of-way cars painted boxcar red were set out almost in the center of the Robesonia wye. Equipped with bunks, showers, and dining and sanitary facilities, they were occupied by gandy dancers imported from Mexico. George struck up a friendship with one of these men and spent many summer evenings teaching him the English language.

In the late forties our hero became interested in street cars and interurbans. His Aunt Sarah, who had a great historical sense, encouraged him to photograph the passing transportation scene. She advised him to date every photo he took, which George has been doing ever since. He is glad now that he did. Today, almost no sign of the railroad is left at Robesonia except the passing tracks and the brick foundation of the old water towers, although through "bridge" traffic still uses this east-west route and occasionally a "peddler" might switch a siding or two—that is all.

"Each midsummer for over fifty years," George tells us, "Sunday schools in the Lebanon

Valley got together for a picnic. A special train collected the pupils and hauled them to Hershey Park. Also in my early teens, I began taking personal fantrips by train or trolley. I belonged to the Reading Rail Ramblers, a group headed by Ray Hamilton and Arthur J. Acker, which sponsored one-day jaunts out of Reading, Pa. Eventually our program was expanded to include tours lasting from four days to two weeks."

"George can be incredibly quiet and withdrawn," Arthur reports. "When we were out on field trips together, I'd occasionally mock him by asking him to moan or say something, so I'd know he was still alive. To him, conversation is often a waste of time, especially if it interferes with his photographic efforts. But George never seems to miss anything, and is a great persuader.

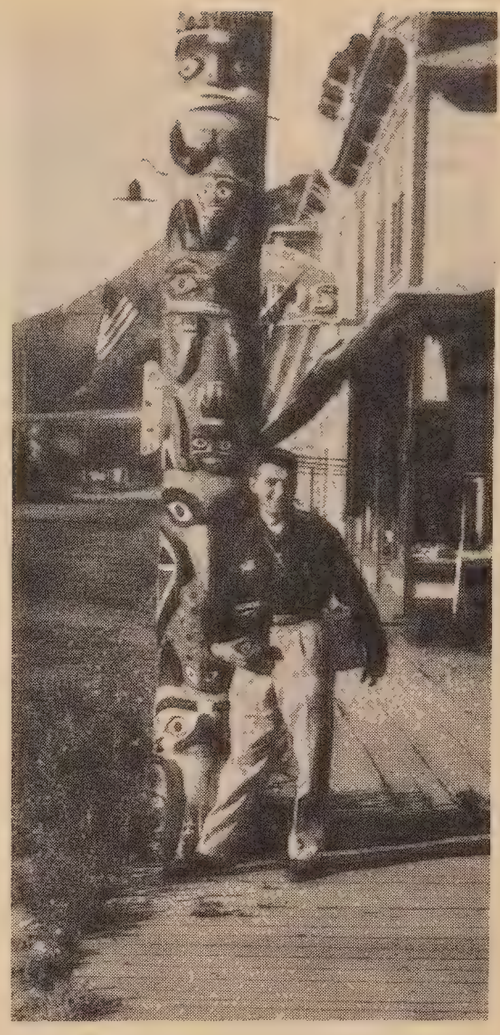
"I don't know how he induces roundhouse men to back engines out onto turntables, one by one, so he can take good pictures of them in bright sunlight; but he actually does. One time he conned a Huntington & East Broad Top engine crew into letting him ride sitting tight against the boiler of an old Baldwin engine so he could shoot movies of the right-of-way from the head end. It was spectacular footage, especially because it was made in a downpour. I have been with George at the crack of dawn, with a winter temperature of 5 below zero, waiting patiently for the *Queen of the Valley* to roll by."

UNIQUE among the rambles were the *Spook Special* and the *Santa Claus Special.* The former ran on the Saturday night nearest Halloween. Patrons were asked to wear costumes for the occasion, but were not told their destination in advance. The Reading Company helped by delivering the chartered train with shades drawn and admonishing passengers not to raise them. Months prior to these mystery runs, Hamilton and Acker would comb the countryside to find suitable spots for dance parties not more than 90 minutes out of Reading and near a station.

Other rambles went to Horseshoe Curve, New York, Philadelphia, Washington, Atlantic City, and the Bear Mountain ski center, in addition to Hudson River cruises. The popular *Santa Claus Special* would run on a Sunday prior to Christmas over a loop out of Reading and stop at orphanages. It carried about 400 passengers, a choir to sing carols from the platform at each stop, and gifts which a railfan in a Kris Kringle suit handed out to the orphan children. George's role was to sell tickets and help stock up the refreshment car before departure.

In 1948 George joined the Electric Railroaders Association, and later the Lehigh Valley Chapter of NRHS, which gave him access to many additional fantrips. On a visit to the steam-powered Graham County Railroad in North Carolina last fall he rode the first outbound freight it had operated in almost three years. Tom Ebright, the good-natured general manager, let him ride behind the Shay locomotive through the rugged Nantahalla Gorge, a photographer's dream come true.

The first rail photo George ever took showed a Reading suburban trolley in the summer of 1947. The city lines had expired that spring and this remaining route to Mohnton caught his fancy. Also that summer he acquired a 16mm movie camera, and eventually he shot the five-mile line from end to end. While living at home with his parents he did all his own b&w developing and printing in a darkroom in the basement and even processed some of his movies.



**Lowest man on the totem pole. It is our hero, George Gerhart, shown in Skagway, Alaska, some time in 1954.**

**Amtrak's premier Florida train *Silver Meteor* makes the daily crew stop at Wildwood, Fla., on the way north, May 17, 1974. Anyone want a grapefruit?**
Photo by George W. Gerhart

**A Pennsy H-9 glides north on the Schuylkill Valley branch out of Reading, Pa., with train S-7 on April 19, 1952.** Photo by George W. Gerhart

Since moving to Florida, to the shore of Biscayne Bay (his present address is Box 245, Miami 33138), he has been using a Mamayaflex c330 for 2¼x2¼ negatives, usually shooting Ektacolor. By the time he was inducted into the U.S. Air Force in 1952 he shot about 3,000 feet of color movies covering steam and diesel—on the Reading, the Pennsy, some short lines and trolley routes, and so on. He has since achieved similar results in Alaska and Florida. These pix he classifies by railroad, passenger or freight, main or branch line.

Backtracking to his school days, we find George working in his father's store at Wyomissing during summers and week ends. When he grew old enough to get a driver's license he'd go off in his father's car for an hour or two, or a Sunday, to photograph rail activities. Often rail friends who lived in Reading would accompany him. He was eager to make pictorial records of steam while it lasted. A favorite haunt of his was the Pennsy's Sunday-only run between Reading and Philadelphia, which an E-6 Atlantic operated in winter.

In the 1940s he put up a little movie theater in the basement of his home and rented silent films for showing to kids of the neighborhood. And in 1946 he became affiliated with a local commercial movie theater, was an apprentice projectionist, acquired a license for that work, and kept it up until he joined the Air Force in 1952.

Military service took him to Alaska, where his movie camera captured rail scenes in breathtaking wilderness beauty, including the then-dieselized Alaska Railroad, the White Pass & Yukon, and a six-mile remnant of the Copper River & Northwestern. One night, in the Pack Train Saloon in Skagway, on the WP&Y, while he was wearing a jacket embroidered with the words "Alaskan Command Motion Picture Service," a man asked him for help. This fellow managed a local commercial movie theater. He was then having equipment malfunction—his operator had to hand-feed the carbon arc while running it—and he wondered if George could do anything about it.

"So at midnight," our *Interesting Railfan* tells us, "I crawled around the upper story of his theater to find out why the carbon arc of one projector wouldn't feed-burn continuously. I discovered that the brushes on the feed motor were worn out and needed replacement."

As for the vestige of the old C&NW, located about 200 miles east of Anchorage, George reports that this Alaskan road had once been 179 miles long, built in the early 1900s by the Kennacott Copper fortune. It hauled ore to Cordova seaport until 1938, when the copper vein petered out. All but the northernmost six miles of trackage was ripped up. Young Gerhart flew in a "bush" plan to the ghost town of McCarthy and made the six-mile rail trip on a Model T Ford with flanged wheels pulling two section cars! He describes what he saw as "a plethora of yesterdays in a natural wonderland." The place was isolated. Very few fans have ever taken such a rail trip. In 1956, just before completing his Air Force service, in Alaska, George bought a 1953 Mercury and drove back home to Pennsylvania, alone—4,900 miles in eleven days—an amazine feat!

"On rail photo trips," he says, "I look mainly for scenic values, but have often shot the conventional three-quarters views of engines and trains. I never wanted to photograph every engine or trolley on a roster, preferring to get a cross-section of each class. My interest covers almost the entire railroad, including bridges, buildings, tunnels, signals, and even outhouses. Human beings, too. In 1972, in order to get a classic shot of a run-by of the Southern's 4501 over the Suwanee River bridge (remember that old song, *Way Down Upon the Suwanee River?)* I had to wade out into the wet mud where no one else seemed willing to go."

A FINAL court-imposed Florida East Coast run was

scheduled for July 31, 1968. George had been hanging around the FEC yard at Miami Springs that morning in hope of boarding the train there instead of at the official starting point, North Miami, nine miles distant. The FEC passenger representative said he'd need the superintendent's permission to do so. No time for that! The train was ready to move without George. At the last minute the passenger rep relented.

"Come on up!" he said.

But George's camera was still in his automobile. "Hold it, man; I'm coming," he yelled. Then he ran around the train toward his auto. The engineer held the train to wait for him.

Dorthy A. Laughlin, a Gold Coast Railroad engineer and one of our *Interesting Railfans,* recalls: "George will climb telephone poles, walk in water and mud up to his knees, and travel great distances to get the pictures he wants. The last year I served as editor of our newsletter, *Steam 'n' Steel,* he was my co-editor. Once a year this little steam tourist road celebrates 'Henry M. Flagler Day,' when members appear in attire from the early 1900s. George has appeared as Mr. Flagler himself."

In 1969, he and Dorothy were on the Florida west coast in George's car seeking Seaboard Coast Line doodlebug 4900, which made the 151-mile run between Lakeland and Naples, pulling a *Champion* connection. A parallelling highway and the train speed of about 50 miles per hour provided a challenging "pace" project for the two of them. Several times they stopped briefly for photos as the train swept by, then climbed back into the auto to continue the chase. They also rode the train on parts of the journey.

*Railroad Magazine* published one of those shots in February 1972. It shows a small covey of onlookers seated on benches under an oak tree watching the northbound train, and is one of George's top favorites among all his photos. Another favorite depicts an Alaska Railroad freight train in front of Bartlett glacier, in 1956. Still another has the Gold Coast's steam train meeting an SCL northbound streamliner on an adjacent track, plus, in the background, a commercial jet plane flying low to land at an airport.

George's height and weight are average, his hair and eyes brown, and his figure is hunky. An inveterate sun-worshipper, he keeps a medium body-tan and very good health. In 1957 he acquired an FCC first-class radiotelephone operator's license. After working 14 months as a film technician for the ABC-TV affiliate in Washington, D.C., he migrated to Florida and has lived there ever since. His Miami job is with NBC television station WCKT, channel 7, in the program film and video tape section.

George attributes his abundant energy to his use of health foods, including vitamin and mineral supplements. "I learned long ago," he tells us, "that food processors robbed many foods of natural vitamins and minerals and injected so many harmful additives that the typical American diet cannot long protect the human body against degenerating diseases. Realizing this danger, I switched over almost completely to natural foods, particularly raw vegetables and fruits, with meat only occasionally. I never use tobacco. In the distant future, I'd like to be remembered as a guy who promised himself that he'd live past the age of 100, and actually did."

Being very susceptible to organ music, George is involved in the American Theatre Organ Society, a movement devoted to the preservation of an almost extinct form of melody. He organized—and is treasurer of—the South Florida Chapter of ATOS. He is also vice president in charge of programming in the local chapter of NRHS and editor of its newsletter, *The Southern Spike.* At one time he was director on the Gold Coast Railroad at Fort Lauderdale.

Buck Price, chairman of the Gold Coast's *Ferdinand Magellan* Committee, writes: "George Gerhart and I are friendly rivals; we work for competing TV stations in Miami. He's a rather quiet chap. On fantrips you can readily identify him by the huge black bag full of photographic gear that he carries. At railroad stations he is usually 10 to 15 carlengths away from everyone else, trying to get just the right camera angle; but he manages to get aboard just before the train leaves. He is a walking computer; knows which lines go where, where they cross, which cities have passenger service, and when the last passenger runs occurred."

Now and then, socially speaking, George drops out of sight for long periods of time to refresh his body and mind and gain a better perspective on everyday problems. He admits that his life is cluttered up with too many details—as whose isn't?

"The biggest mistake I ever made," he says, "was acquiring and using credit cards. Since then, I have never been financially solvent." •

**Reading T-1 No. 2107 takes on water at Lebanon Valley Jct. (West Reading), Pa., in Sept. 1952. George doesn't say whether the smoke scene was fixed.**

Photo by George W. Gerhart

# PASSENGER TRAIN SURVEY

**Crossing watchman on duty by lowered gate as Reading commuter train approaches station at Ambler, Pa., April, '74.**
Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

ANSWERING a query as to whether or not any mixed trains are left in North America: the Georgia Railroad is still operating mixed trains on its Augusta-Atlanta line and on branches from Camak to Milledgeville, Barnett to Washington, and Athens to Union Point, all in Georgia. All are round trips, with the Augusta-Atlanta train daily and the others six days a week. The railroad doesn't plan to drop this service, whether it pays for itself or not, because of provisions in the charter reducing taxes on certain portions of the line if passenger service is kept up.

Anyone desiring to ride one of these trains should check with the agent in Augusta, Camak, or Athens prior to the trip or very early in the morning of the trip. The Barnett-to-Washington train originates in Camak, but passengers are not allowed to get out until they reach Barnett.—David W. Read, 3587 Jonathan Circle, Augusta, Ga.

LAST summer a friend and I rode what must be the poorest of all remaining mixed trains; Canadian National's M273, running three times a week over the 144-mile Pagwa subdivision between Hearst and Nakina, Ontario. According to both public and employes' timetables, the M273 was to leave at 0900 on the Tuesday morning we went to Hearst to board it. But the ticket agent there told us not to show up before 11 o'clock, since it never left on time. I calculated that with the scheduled seven-hour running time over track limited to 30 miles per hour, this would give us a leisurely six hours in Nakina to connect with the *Super Continental,* bound for Toronto, at 0015 that night. I was too optimistic.

The crew had been called for 1400, so there was no hope of our leaving before 1430. After walking around the dull small town for a few hours, we boarded the train and settled into our seats for a long slow ride. I had expected some kind of combination car for this run through sparsely-settled bush. Instead we got an incredible clunker, CN 7200, built in 1911 and cleaned perhaps four times a year. Its external structure was steel, butall the interior was wooden.

Mercifully, the seats had a little padding, a bare eighth of an inch. An oil stove provided heating. A fellow traveler said the original pot-bellied woodburner had been taken out five years ago. Four 25-watt bulbs in ornate yellow globes filled with insect corpses supplied the lighting. The old oil-lantern holders were still there.

What appalled me was the utter lack of basic maintenance. The supposedly open-frame windows were caked with filth. But a broom was available. Most revolting were the toilet facilities. On boarding the coach, we were greeted by a shower of foul-smelling water from above the toilet seat, but an employe came in a few minutes later to remedy this nuiscance by draining the tank. He said that during his two years at the yard, that had been one of his regular duties. An ancient yellow poster behind cracked glass warned passengers against spitting or gambling, on pain of a $40 fine. The shower had soaked our toilet paper, but paper towels were available in the women's washroom. No soap, of course.

The train finally started at 1550, a mere seven hours late. Now our connecting time had been whittled down to an hour or so. The trainman who took our tickets shook his head dismally when he told him of our plans, but he did promise that if things got really tight he'd radio ahead and try to have the *Super Continental* held a few minutes for us.

As we rattled and rumbled over the ancient rusty steel, many of the original 60-pound rails dating back to 1907, we anxiously watched the mileposts crawl by and speculated on our

**Jersey Central observation car *De Vico* No. 1178, built for the *Blue Comet* by Bethlehem Shipbuilding Co. in 1926, was the last open-platform observation car assigned to regular passenger service in U.S. in 1973 setting.** Richard A. Dunbar, 737 Second St., Dunellen, N.J. 08812

chances of making the connection. Maybe we'd have to spend the night in that junction town of about 300 souls.

From time to time we were joined in the rough jostling coach by fishermen riding from one stream to another. They told us harrowing tales of the train sometimes being 10, 14, and on one occasion as much as 30 hours late. The other regular passengers were Indians going from their squalid shacks to town to cash their welfare checks and buy liquor. Things were pretty quiet that day, but we heard stories of drunks being jostled from one end of the coach to another and of bottle-throwing brawls. After the last fisherman had unloaded his rod and six cases of beer, we were left to ourselves for the last 40 miles. We rode in darkness only slightly modified by the dim glow of electric light bulbs, which grew even dimmer whenever the train slowed, and went out completely when the brakeman, a 23-year veteran of that run turned on the lights in the baggage section. The brakie said it was disgusting that Canadian National should spend millions on a very tall tower in Toronto but not a red cent on improving a run that gets a large government subsidy.

When we finally rolled up to Nakina station it was 20 minutes to midnight, nearly eight hours behind schedule! We made the connection with the *Super Continental* with a half-hour to spare. As I settled into my comfortable daynighter, a fellow beside me couldn't believe what I told him about the M273. I wouldn't have believed it myself, if I hadn't actually been there.

If you want to travel back in time 50 years or more, take that run. Bring your own toilet paper, water, and lantern, and to be on the safe side, allow 24 hours for any connection. Here is a list of other mixed CN trains, not one of which could be worse than the M273:

One of them runs between Badger and Deer Lake, both in Newfoundland. The other Newfoundland runs: Brigus Jct. and Carbonear, St John's and Argentia, and Clarenville and Bonavista. And in Ontario: Thunder Bay North and Sioux Lookout, Hornepayne and Manitouwadge. And in Manitoba: Wabowden and Churchill, The Pas and Lyn Lake, Dauphin and Winnipegosis. And in Saskatchewan: Prince Albert and Hudson Bay. And in British Columbia: McBride and Prince George.—Oscar Mullerbeck, 9 Tanbark Crescent, Don Mills, Ont., Canada.

AMTRAK spent $875,000 on its employes' air travel during a 16-month period, at least 88 percent of it for trips to cities served by Amtrak trains, according to a General Accounting Office report released by Congressman Les Aspin (D-Wis.). He had asked GAO to investigate Amtrak's air travel policies after reading in the Chicago *Sun-Times* that Amtrak executives spent more than $600,000 in 1973 for airline tickets.

"I think most of the taxpayers in the country, who, after all, are footing the bill for Amtrak, expect Amtrak executives to take advantage of every possible opportunity to ride the corporation's trains," Aspin says. "They should see first-hand what is actually happening to Amtrak service. which from all the reports I receive is the single worst complaint about the corporation's operations."

The GAO report showed that, for trips on which the destinations could be identified, 97 percent of Amtrak's air travel was for trips between the 440 cities served by the corporation's trains.

A five-year financial plan for Amtrak—including proposals to buy new passenger cars and locomotives, assume repair and maintenance functions from the railroads, and major track improvements—is now up to Congress.

The program calls for immediate purchase of 235 double-deck long-distance passenger cars and 200 single level cars, as well as 25 electric locomotives, at an estimated cost of $263 million. These are in addition to 257 Metroliner-type cars; 75 turbine-train cars, delivery of which will start next year; and 201 diesel and electric locomotives, of which 150 3,000-hp diesels have been delivered and placed in service. Thirty-five turbine-train cars have been funded and await final approval.

New cars would handle projected ridership growth during the five-year period and permit the disposal of wornout equipment, some of it 30 years old. They will almost double Amtrak's seat availability. But the most basic need is, perhaps, to upgrade track and roadbed. A capital grant of $200 million is sought for this purpose, plus an identical sum for each of the next four years. A previously authorized $21.6 million is being used for track improvement between New York and Boston.

AN INDEPENDENT Canadian version of the U.S. Amtrak is a major part of the transport policy announced by Prime Minister Trudeau during his election campaign. He favors a Federal Government corporation to run passenger services on the Canadian National, CP Rail, and other railways in his country. Known as the Canadian Passenger Transport Corp., it would carry out a three-phase plan to improve train travel.

In Phase 1, existing rolling stock would be acquired, services increased, and feeder bus links established where necessary. The second phase would provide 100 mph train service in the Quebec—Montreal—Ottawa—Toronto—Windsor corridor and between pairs of cities such as Edmonton and Calgary. Rolling stock would include the LRC train developed by MLW-Worthington, Dofasco, and Alcan. These two

phases, over five years, would cost an estimated $500 million, plus present subsidies.

During Phase 3, expected to begin in 1981, tracks would be upgraded and grade crossings eliminated to permit 150 mph operation. CPTC would have powers to develop, buy or lease advanced railway technology to permit the building of high-speed passenger trains and associated equipment in Canada. A similar corporation would be set up to provide a pool of freight cars.

Canadian railways have been authorized by the Canadian Transport Commission to issue rail passes to husbands as well as wives of all their employes. About 16 months ago a group of 50 Canadian National female workers at Montreal presented a petition to management requesting that they, too, receive pass privileges for their husbands and children. The petition was granted.

LUCILLE BAILEY, 31, a hotel switchboard operator who lives in Sycamore, Illinois, 65 miles west of Chicago, commutes 130 miles a day to and from her Chicago job, using an automobile, four trains, and four buses. She's been doing it for three years because she wants her son to grow up in the country.

THE SOUTHERN is seeking ICC approval to drop two of its four remaining passenger trains next January first. These two trains are a daily round trip between Washington, D.C. and Lynchburg, Va., and between Asheville and Salisbury, N.C. The railway wants the ICC to waive the new rule that requires food service on all trains that operate for two hours or more. At present, it said the two trains provide nothing to eat and nothing to drink except water.

THE OFFICIAL RAILWAY GUIDE, published by the same New York firm for more than a century, has introduced a new passenger travel edition because of the resurgence of rail travel. National Railway Publication Co. printed its first *Travelers' Official Guide of the Railways* in June, 1870. For many years it listed freight, mail, and "mixed" as well as passenger trains.

After introducing an all-freight service publication last year, the firm is now issuing a strictly passenger travel edition. It will appear 10 times yearly with combined July-August and January-February editions (at $28 a year, $4 a copy).

Why was the *Guide* called *Official*? It was so dubbed in 1870 by a convention of passenger agents of the some 480 passenger-carrying railways then in business. When the *Guide* once indicated a stop not shown on the railway's own timetable, it was called to the attention of the line's passenger traffic manager. He ruled: "If the *Official Guide* says the train stops there, then, dammit, have it stop there!"

## Down by the Depot

RANULPH BYE, featured in our October issue, is not the only artist who specializes in painting pictures of quaint old railroad stations. Roger F. Clough of Philadelphia travels throughout Pennsylvania capturing them on canvas. He says one of the best-preserved depots he has ever seen is at Strafford, a suburb of Philadelphia on the Penn Central mainline. Roger has won several art awards and his work is exhibited in museums in Reading and Harrisburg.

FRIENDS of old Kingston, R.I., station of Penn Central have done a great job in restoring the appearance of the structure. If ever it is abandoned, a bill now in Congress offers them a chance to take over and use it for cultural activities. HR 2446 is before the Congress as a device to cooperate in local efforts to preserve old stations and convert them to new community uses.

WHEN Mike Scioli got married and carried his bride, Nancy, over the threshold of their new home, they entered the old Penn Central station at Villanova, Pa., to set up housekeeping.

"I'm going to put up an old steam locomotive bell on the porch for a doorbell," enthuses Nancy, who is a railfan at heart. "We found some old railroad documents in the basement that we'll frame and hang up."

The Sciolis' two-story, two-bedroom station-home features high ceilings, brass light switch fixtures, a silver chandelier, a John Spears coal-burning stove, and a shady, handsome lawn cared for by the Villanova Gardeners' Club.

Elsewhere, retired engraver Milton Lester, 62, and his wife, Olga, also like their station. It's the vault-ceilinged, four-bedroom Morton-Rutledge depot on Penn Central's Media line.

"My wife is a real railroader," Milton says. "She'd live in a locomotive if she could."

Among disadvantages to station living: People peeking in the windows. The noise, which residents claim they adjust to after the first day or two. Milton Lester's tabby cat, he says, "ran for the cellar" when they first heard the trains thundering by. "Now, she just lays there and opens one eye when a train comes in."

CP RAIL station at Banff, Alta., has a new restaurant called the Caboose, with nostalgic surroundings of the steam age. It was set up by ticket agent Lou Kavacik and ticket clerk Keith Hare, pooled their resources and opened the "beanery." Scattered around the room and hung on walls, are the marker lamps and switch lanterns and there are brass lamps on every table. An old porter's wagon was rebuilt into a salad bar.

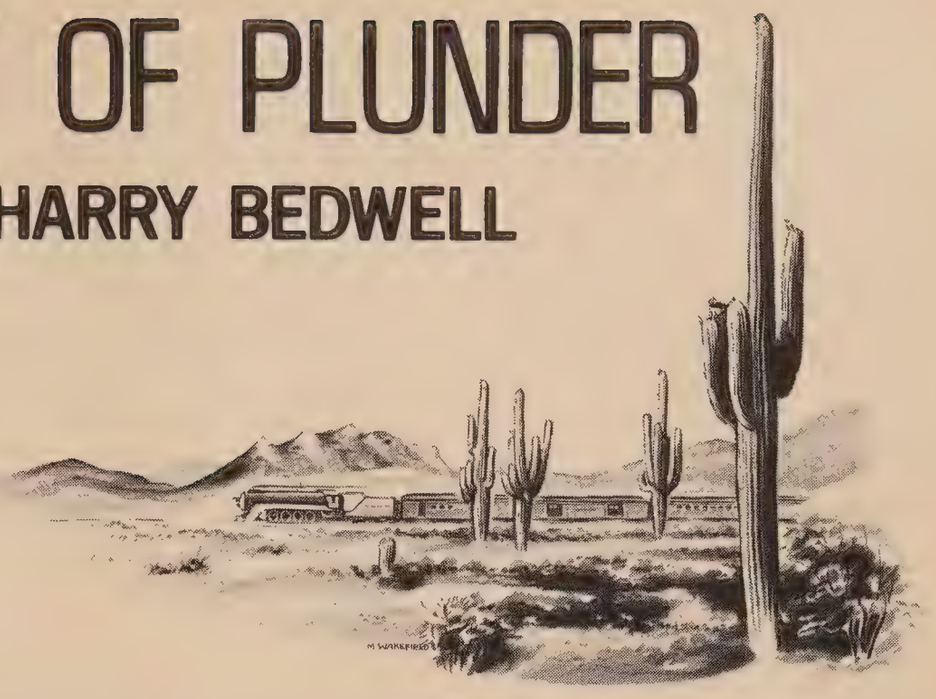
HOW many readers have observed a passenger train stopping twice at the same place because it was too long for the station platform? Yes. On western roads such as Santa Fe and Union Pacific this has been fairly common practice for many years.

In midsummer of 1967, my son and I took my wife and daughter to San Bernardino to catch the ATSF *Chief* to Chicago, about noontime. Bob and I then went up U.S. route 66 for a week on D&RGW narrow-gage at Farmington, Durango, and Silverton, to stay overnight at Kingman, Arizona. We drove through a rare desert cloudburst, so arrived a bit late at Kingman; but so did the *Chief,* slightly later. We parked in the rain at the station to await the train arrival, and saw the passenger-courteous Santa Fe move the 20-car train *nine* times, to let passengers from each pair of coaches, and then from each pair of Pullmans, alight right under the short station shelter! When Mom and Ruth finally waved to us from the very last stop, Bob and I drove to our motel, with high praise for Santa Fe President Reed and his whole system. No wonder that he now won't let Amtrak use the *Chief* name.—Robert J. Askevold, 1800 edgecliff Dr., Fullerton, Calif. 92631.

LATE last year, when Amtrak was running a streamliner with a section from Florida, the train was so long that at almost every station it had to stop twice at the platform. I used to ride it once a week from Wilmington to Trenton because it had a dining car. I remember getting on the local section, with people standing in the aisles, walking forward to the reserved section, and finding half-empty refurbished cars.—Randall Gellens, 1303 Quincy Dr., Wilmington, Del. 19803. •

# NIGHT OF PLUNDER

## by HARRY BEDWELL



IN THE FUZZY second before he came awake all over, young Eddie Sand found himself remembering a snatch of Buck Barabe's blunt remarks: "Your hair matches his, and he had the same spit-in-your-eye attitude at your age; maybe you're like him in other ways too. Your old man was the kind of railroader who knew exactly how everything was supposed to be done, but he just didn't give a hoot."

"Was?" Eddie had flared. "Is! And old man, hell! It'll take twenty good years before I can throw him in a wrestling match. Don't kid yourself. You'd give him a job any time he asked."

And for that retort, among others, he had been banished to this sweltering cinder patch. You sure suffered the consequences when you shot back at a General Manager like Buck Barabe.

Eddie opened his eyes abruptly to the familiar furnishings of his boxcar quarters. Canvas chairs, kerosene wall lamps, and oil cookstove. Books crowding the table and a shelf. Indian rugs on the floor to give brightness to a bachelor's abode.

The degree of heat outside told Eddie the time, but a railroader looks at his watch, first thing. 7:40. Working the second-trick train-order job, four o'clock till midnight, he usually got to sleep around one in the morning. The next blazing sun drove him from bed about ten.

He fumbled for what had aroused him early today. Sounds of trains lunging by the open door were so familiar they seldom crossed the borderline of sleep. He caught an occasional off-tone clang like a rusty bell. That would be the steel gang, which had moved in yesterday, handling new rails. But the thing that had awakened him slithered.

Then Eddie sniffed sharply and got it. The air was no longer composed of grit and sandpaper. There was a faint scent of dampness. It was raining in the mountains. The world was turning away from the savage glare of the sun. Summer was moving out. Eddie swung his feet to the floor, a long, hard-muscled guy with an amiably skeptical eye. He slid into a few items of clothing and leaned on the window sill.

Gravity, that desert station down where the railroad swings close to the border, lay before him, a cluster of sun-lashed old structures in the center of a vast circle of empty miles. The train-order operators' quarters were three boxcars a dozen feet apart, the space between them floored and a sun roof over all. The low station squatted at the other end of the path beside the main track. Across the sidings, the section gang's houses and signal maintainer's dwelling stood under dark tamarisks. Mexican women, slow and statley, tended fires under blackened tubs of washing.

The rest was desolation, flowing southward over the flat horizon into Mexico and climbing northward into jagged heights, black against the brittle blue. Gray storm clouds prowled far back on the high rim. The sunlight was harsh and barbed.

ALEC BLEE, the steel-gang foreman, stood across the way, watching his men with an eye that had seen everything in railroad construction. He was heavy-built, like an old gladiator. He wore a glum indifference and a dark unconcern for the worst that could happen. He had already seen it occur. Here was a man who had quelled riots and rebellions with a pick handle, and cleaned up disasters that had shocked the nation. He gave Eddie the greeting of a raised hand.

The corral track was blocked with his outfit cars, and his men were loading rails onto a track motorcar and trailer. That battered gang was as dilapidated an outfit as ever jumped the border. Lifting the rails, they handled the big double tongs in the most unhandy manner. Loading 132-pound steel by hand was hazardous for the unskilled, and Alec was alert to prevent them from mutilation and sudden death.

Wetbacks, they were; Mexican nationals, starved out of their own country. The hoof-and-mouth disease had destroyed the cattle and there had been no rain for many seasons. No beans, no corn, and no red meat. Hungry, hopeless, desperate, some took the long chance, filtering across the border at night at a place far from the populated valleys.

If they escaped the pursuing cars and spotter planes, there was always the barrier of torrid miles. With a jug of water carried on a thong, they walked into the

terrible blank spaces, where death by thirst stalked their dragging steps. The sun wrung them out with remorseless hands and slugged the brain and swelled the tongue until it choked them.

There must be something extraordinary about this outfit, Eddie reasoned, to have enabled them to escape the patrols and the savage crossing. They had endured the hardships and afflictions of the arid solitudes and were braced for the next encounter with destiny.

He looked them over lazily, and then had the answer. One face among the weathered masks stood out sharp-edged and predatory, obviously, was their leader, a leader with endurance and cunning to outwit the law and the scorching wastelands. Not a desirable character to have as your sole companion if you were stranded, Eddie told himself. He was like a Red Indian secretly on the warpath.

The youngster who was teamed up with him on the other handle of the tongs didn't have on a dime's worth of rags. His body was lithe and he had the face and fine, smooth complexion of a winsome girl. There had been a lot of mixing of breeds, to produce this boy. Eddie named him Girl Face.

The clown of the outfit was easy to spot. He was towheaded, his features were fine-wrinkled and the color of the under side of a lizard, and he had a broken-tooth grin. He was small and agile, his tiny hands quick and accurate. He had sly, merry eyes and a way of drifting about, noiseless and colorless, so you had to look twice to be sure he was there. His bare brown feet were slim and prehensile, deft as another pair of hands. Eddie found it easy to name him. Lizard Belly.

Alec had likely combed this gang out of the desert shrubbery. He didn't care a hoot if they were illegal immigrants. If the patrol came looking for them, he'd keep them out of sight. For it was deeply ingrained in his unyielding nature to attend strictly to his own job and have nothing to do with the affairs of others.

THERE were muffled voices and the smell of coffee on the stove from an adjoining boxcar. Clayton, the first-trick operator, kissed his wife in the doorway, grinned at Eddie, and went down the path to the station to take over from Manuelita, the third-trick operator.

Then Manuelita Carmelita del Rio Astorga came out of the station, and all at once Eddie's world was bright and gay. She walked lightly along the path, a buoyant splash of color against the vast gray land. She illuminated the place by just being there, Eddie thought. When she came your way you stood up straighter, you fixed your tie, if you wore one, and smoothed back your hair. He smiled and waved from his window when she caught sight of him.

A shadowy shape moved in the corner of his eye. Eddie turned sharply to see Girl Face dart across the sidings. The handsome young trackman moved like a puff of smoke, his worn *huarachos* scarcely touching the ground as he veered toward Manuelita and ran down the path. He confronted the girl and his hands fluttered up, making swift pantomime. You could hear the running murmur of his voice.

Manuelita stood still, suddenly cold and distant. The ragged urgent figure moved closer to that delicate bit of color—and Eddie's world rocked. Structures and outfit cars, the steel gang, all washed out in a hot haze. There was nothing left but the girl and the tattered barbarian.

Eddie had never before taken a header through an open window, but he suddenly knew how to grip the ledge and dive, turn in the air and come down running. Spokes of sunlight wheeled across his eyes as he lunged. The earth was warm under his sneakers and firm against his driving stride. There was violence in his mind. Eddie knew he'd break that gesticulating pagan in two if one dark finger so much as touched the girl.

Manuelita's face came up over the ragged shoulder and her eyes rounded out. Her hand covered her parted lips as the two men flowed together without a sound.

Eddie crooked an arm around the man's neck under the chin, bent backward, and heaved. The worn *huarachos* left the ground and waved in an arc as Eddie rolled him across his shoulder. He felt hard thews flex and adjust.

Girl Face kept his balance all through the quick swing. He lit lightly on his feet and reached for Eddie, his dark hands curved like talons. The young boomer telegrapher evaded and feinted, watching for an opening. Then he closed suddenly and caught Girl Face in a half-nelson and a crotch hold. He levered the guy clear, swung him up, and braced to bring him down and possibly break his bones.

"Eddie-e-e!" Manuelita's scream lashed out and the world flashed into focus. Eddie set Girl Face on his feet and spun him off balance.

SHADOWS crowded through the sunlight. Red Indian pivoted on his hips, his right arm up and back, and the flickering blade he held was poised for a deadly cast. Alarmed by Manuelita's cry, the swarming figures were suddenly stark and still and alert.

No longer a beaten-up outfit of half-starved wetbacks, they were set to fight, their faces turned toward their leader. They wouldn't be cornered. Men had died attempting to shove them back across the line, and would again if they tried it. They wouldn't be turned back to hopelessness and hunger.

The scene was framed in fading seconds. Then Alec moved in, heavy-footed. It required exertion to move quickly in his laced, thick-soled shoes. But he was there. This was his job. Those border jumpers were his responsibility.

Alec had bossed obstinate nationals for forty years. But it was a clash this time for sure. Red Indian had caught a glittering glimpse of an expanding future and he was eager to test it. The steel-gang foreman walked slowly and deliberately and his grim bullet eyes looked steadily into Red's for an ungodly time.

Red's arm hesitated, came slowly down to his side. Then, in a deadly calm tone, Alec began to speak. Coldly Alec stripped the truculent gandy dancer of his defiance and his dream, and left a cowed barbarian. And there was the battered steel gang again, shuffling, stopping for the tongs, dully taking up their tasks.

Lizard Belly, the little clown, gave a sly, mocking laugh. Manuelita spoke to Girl Face from a distance as far away as the horizon. Her words dropped like cold, sharp stones. His lips moved silently, as if his speech had to be primed like a pump. He made a timid gesture of apology and slipped away.

Eddie took a long, dry swallow. Manuelita walked down the path with a high dignity he had never seen in her before. Lofty. Uusally she moved like a bright feather in the breeze. Now you'd think she was leading a procession. Eddie followed.

Manuelita wasn't breathless or flustered. She turned on him in the shade of the sun roof, crisp and cool, and she smiled magnificently. Her eyes were alive and friendly.

"Eddie-e-e," she murmured, "I did not know you were so strong and so— fierce." She laughed softly. "You'd frighten people."

"Look," he said, "that steel gang is a bad outfit. They're still living by the rules they cooked up before the white man came."

"They are a lost people," she sighed. "They are what you call out of this world."

"Not far enough out of it," Eddie decided. "And wherever they strayed from, they brought their knives. I'll dig out my old six-shooter for you and you keep it handy at all times."

"They will not harm me," she confided earnestly. "But you, Eddie, you carry the *pistolete.* It is better that you do."

She gave him another warm smile before she closed the screen door to her quarters.

A LITTLE track motorcar burst out of the heat shimmer far down the line and came in with a screech of iron wheels. It slammed to a stop. Buck Barabe himself got down, and the man at the controls quieted the panting machine.

The Old Man would drive even a track car delirious with his eternal impatience. He had sniffed another war coming and he was tightening up his railroad to keep the conflict moving at high speed when the guns got going again. He didn't have enough rail cranes to go around, so he had Alec changing out steel by hand.

Barabe's rawboned shoulders were stooped. He had carried a load; a half century from waterboy to General Manager, and all of it stowed in his tenacious mind. He wouldn't waste time on a greeting.

"Alec, can't you make these nationals show a little sign of life?"

In reply, he got a glowering look from Alec.

They stood there, glaring at each other, two aging men with habits and thinking hardened and grooved by the accumulation of years. They clung to their places with the same stubborn grimness with which they'd fight off death itself. It would be an act of grace to divert them from their old feud. He strolled into the hot sunlight.

"Good morning, Mr. Barabe"—overemphasized to turn him around.

The General Manager growled, "So you're still here?" as if it surprised him. "It's longer than your old man would have stayed, by three months."

Eddie tried to count then, but the words broke through, "My father wouldn't take a job in this blistering corner of hell."

Barabe seared him with a look. "Not if it wasn't suitable. He belives the railroads are operated only so he can pick the kind of job he wants, when and where he wants it."

"And he's good enough to handle any of them," Eddie asserted. "He'll—"

Barabe interrupted. "That boomer will never amount to anything! He's always chasing the sky line. Let me remind you that telegraphers troubled with restless feet these days don't get very far. The railroads are looking for competence and reliability, not for tramps."

He studied Eddie with shrewd steel-gray eyes under the crag of his brows.

"But I suppose the boomer is in your blood," the General Manager went on, grinding ballast under his heel. "Let's get out of here," he said to the man at the controls. He hunched up on the track car and it stormed away into the empty silence.

The boomers, those blithe and brittle pilgrims, forever disappearing over the horizon, tortured the Old Man's habit-hardened soul. He was convinced in the dark of his mind that young Eddie would, in time, follow his father down the shiftless road. So when Eddie had applied for a place in the dispatcher's office, Barabe had sent him into this blast-furnace exile.

Eddie didn't have what it took to become a fiddlefoot, and he didn't want it. The other side of the sky line didn't beckon him. He liked to plan and move ahead, work it out and make it better,

He had been born in the living quarters above a railroad station, and he would follow the iron horse all the days of his life, for the thunder of rail traffic was his birthright. The tremendous operations of the lacing web of steel spanning the continent was a challenge, and this was the place to accept it, if the Old Man hadn't already prejudiced the future.

EDDIE relieved the first-trick man at four o'clock, and the old op went out muttering, "I've got to take my wife to the picture show in town and you know what's its name? *The Light of Love*—at my time of life!"

A half-hour later his car tore up an angry cloud of sand along the old desert road. Behind it, the station smelled of ancient dust and withered wood. The telegraph table filled the bulge of the bow window. There were Morse instruments, the dispatcher's telephone, and an aged typewriter.

A mile-long string of dead freight crawled into the siding. A

green fruit block, iced refrigerators dripping, roared down the main track. The yell of her whistle and the cyclone of her passing flattened out over the lifeless land. The dead freight pulled out and grumbled over the bulge of the world. The blazing sun dropped across the hairline of the horizon and a red twilight died. The stars shone quietly.

Lightning flared along the high run and thunder muttered among the distant peaks. A storm was moving closer. Squares of yellow light came out along the line of outfit cars, and there was a glow from the telegraphers' quarters. A timid breeze ran through the creosote brush and spidery octotillo. Eddie caught the strumming of strings.

Manuelia was playing her guitar in the lamplight under the sun roof. There was a sweet melancholy in the tunes she caressed from the old instrument. They told of a lonesome *caballero* far, far away, and whispered of sad-eyed maidens. The notes rippled and tugged at the memory of the girls you'd loved and left.

Then an undercurrent set in and the drift of the music became profound. Manuelita dug deep into despondent chords that multiplied and lamented to the stars. Eddie felt a chill that didn't come from the storm. It seemed he heard the dismal cry of a lost people, the scuff and shuffle of the homeless, driven out and wandering in wild lands. A low chant arose to accompany the cadence of the strings.

Unreasoning panic awoke in the back of the brass pounder's mind. He stood up and reached in a corner for the brake club, kept there for defense, without knowing he did it till he felt the path under his quick stride. He slowed to a cautious prowl coming up to the the boxcar quarters.

The graceful Manuelita sat cross-legged on a stool, her head bowed and her fingers lingering over the strings as if she moved through an enchantment. She plucked eerie rhythms from the dark insides of the guitar. The shadows crouched in the starlight swayed and moaned.

Eddie came up to her softly in the dusk, and she raised her head. Faint color came through the olive of her cheeks, and the faraway look cleared from her eyes.

Wild notes from the guitar eased off and died away. The swaying shapes were still and the vast silence flowed in. Eddie took a long breath and climbed out of a cave of dark delusions into the lonely sentry post on the line of shining rails.

The Mexican girl wasn't disturbed. She mocked him gently, "You come to listen when I play so well, and I think that is very nice, Eddie."

"Look," he pleaded. "Don't do it again. Seems to me, if you arouse that outfit to a certain pitch, there's likely be nothing left of Gravity except maybe some mementos of us hung up in a mud hut to cure."

Her eyes were warm on his face. "You are not afraid of harm," she said placidly. "I saw it this morning. You would have killed that boy if I had not stopped you. We all sprang from primitive people."

"But we should be over that at this late date."

Shadows pursued him along the path to the station. But he wouldn't look back. Hell, no, he wasn't scared! Manuelita said he wasn't. The inside of the telegraph office was dusky under shaded lamps, and alive with the brisk chatter of the Morse sounders.

He slid into the chair and pulled on the head phone. Inside the telegraph instrument he joined an unseen world filled with phantom voices speaking the cryptic jargon of the dispatcher and his train-order operators, coming in over the thin wire across the desert. They shepherded the roaring trains along the ribbon of single track.

WALLACE STERLING was the trick dispatcher on duty up there in a fifth-floor office, 300 miles away, surrounded by a million people. Walley looked like an overstuffed pillow, but don't let that fool you. He dictated his train orders with the finality of a higher-court decision and his arrogant voice calmly dominated the incessant flow of reports and sharp queries.

Walley was the closet confederate Eddie's dad ever had, and he was always delighted to pour it on the kid. The high iron was hot.

DS had an added concern tonight: Runoff from the storm in the highlands was beginning to drain into the washes and gullies of the flats, and it was moving closer at some points. In a lull he belled the op at Tamarisk.

"What's your weather at this moment?" Walley asked.

"A few showers, is all," the op came back pleasantly.

"Intermittent showers is the way to report it!" Walley snapped. "Now call your section gang to get out and patrol."

He rang Absence and Clay Pots and ordered out the section men. Then he spoke wearily into the transmitter: "Gravity, are you there?"

"Yeah," Eddie drawled, "this station is open for business."

"Pardon me for disturbing your meditations," Walley remarked. "I had a dim hope that the coyotes had devoured you, but I suspect those varmints wouldn't care for a shiftless brass pounder as victuals. Any atmospheric disturbances in your town?"

"If you mean the weather, it is calm, with scarcely any wind except what blows in from the dispatcher's wire."

"Ho-kay and all right!" Walley barked. "Now get off your dime and call the section gang. Tell the foreman to go east to the end of his section and report to me if he finds water in any amount."

GENARO TRUJILLO, the section foreman, opened the door and said: "What you say, Eddie?" He reflected on the dispatcher's order, his eyes lighting. Suddenly he yelled. He stooped for stones and threw them at the section houses.

"Iss a flood, mebby, eh?" he beamed, and dashed for his house, clamoring for his wife.

Dim oblongs of light sprang out of the dark as doors swung open.

The gang hustled out. The darkness was alive with their cheerful chatter.

"What you say, Eddie? You got a busted switch point to fix? Overtime, she iss nice on payday."

Eddie pointed to the outfit cars of the steel gang. "Kinfolks of yours from down below?" he asked.

Then you could hear the fugitive breeze in the trees. The voices slid away and the grins blacked out. They looked down and murmured obscurely. There was no more laughter. They followed Trujillo when he bustled out and unlocked the toolhouse.

Hipolito lingered to peer up at Eddie. Hipolito was a thong of rawhide, old and tranquil, with a knowing twinkle.

"You savvy them pretty much?" He flung a hand at the outfit cars.

Eddie shook his head.

"Not very good," Hipolito murmured.

The gandy dancers wheeled their big track car onto the rails and one of them cranked the brute till it retched and exploded. They scrambled aboard, and the motor chugged sulkily into the shadowy starlight.

Half an hour after the dry cough of the motor died away, a giant headlight flared up over the western sky line.

"Coming east," Eddie said into the transmitter.

"That's the *Arrow,*" Walley responded. "Let her run."

The *Silver Arrow* swallowed the empty miles in long gulps. Post-war luxury travel, refined in a thousand ingenious details, lush comforts and extra fare. Three units of diesel power and twenty extravagant streamlined coaches. If you interrupted her swift flight for sixty seconds they'd nail your hide to the station door. You'd let her run.

He gave her the clear board. The revolving beam of her headlight lashed the dark. The bray of her air horn rasped the stillness and there was the sound of high winds. *Silver Arrow* made a blur of subdued light across the empty world as she flowed by and fled over the rim of the dim sky line.

THEN the telegraph instruments babbled and the clock on the wall counted out the seconds. Lightning tore a rent in the northern sky as thunder rolled like the rumble of giant wagon wheels. Clouds climbed against the stars. A windless hush fell upon the desert.

Passenger trains from both directions were moving out onto the district and the freights were holing up on sidings. Walley became more abrupt with an op who wasn't prompt. In a pause he turned on Clay Pots with a rebuke, "OS the *Arrow* by."

You could hear the operator at Clay Pots cut in. "She's not by me yet. She ain't even on my block."

It was like a short kick in the ribs. Walley's voice tightened on the wire. "Let me know when she shows."

That was all. *Let me know.* But the *Silver Arrow* was in trouble out there in the dark of the empty circle. You could read it on the staring face of the clock. She had already lost twelve minutes between Gravity and Clay Pots, and she wasn't in sight. Twelve minutes off the streamliner's time between stations could mean disaster.

Maybe she was flagging a block signal that had short-circuited and gone red against her. The old clock ticked stolidly. . . . The plutocrats rode that rambling streak of opulence. Cabinet members and captains of industry. . . . Some mechanical defect in the diesel would cause her to pause for repairs. A busted air hose would stop her—but not this long. The clock talked louder. . . . Diplomats and foreign nabobs. Flush gambers and the fair and the fortunate out of Hollywood.

A truculent voice cut in on the wire: "You could lead a bull down the track and make better time than she's doin'."

The storm raided down across the line at the east end and the dispatcher's wire became junky. Headsets rumbled and crackled, and voices had to be raised.

Up at headquarters, officials on night duty gathered around Walley's table, waiting for word of the *Silver Arrow,* ready to give the signal for the relief train to make her run. The tension across the district tightened like the mainspring of a watch, wound slowly. It coiled sharply when a decisive voice took hold of the crackling wire.

"Thees iss section foreman Trujillo," it pounded through the tumult. "There iss much water under the trestle here at Retreat."

Retreat. The ops with their headsets held close, and the men at headquarters staring at the dispatcher's loudspeaker, pinpointed the desolate blind siding between Gravity and Clay Pots—a long passing track, switch stands, block signals and a concrete telephone booth with Trujillo stuffed inside.

WALLEY knew you couldn't push old Trujillo. "Water under the bridge," he agreed. "It sometimes happens. And there should be a freight train pulling out of the siding after meeting the *Arrow,* and the *Arrow* should have passed you some time ago. Have you seen these trains?"

Trujillo sneezed. "Ay, ay, it iss so. The water she come away up high, up to here." And you could almost see his gesture. "Iss not good!"

"But what about those two trains?" Walley insisted in a strained voice.

"Iss not safe! The water iss up to high as my head! Higher! I will not let any train cross the trestle!"

"Then where are they?"

"*Hola*! What you know? Mebby they go around by the wagon road, you t'ink?" the foreman jeered.

"Look, old-timer," Walley wanted to know, "have you seen them?"

"The *Arrow,*" Trujillo yelled back, "she iss in the passing track where I told her to go! The freight, he iss on the other side of the wash, on the main track, where I stop him!"

And that's the way it was. Trujillo believed the trestle unsafe and he had flagged the luxury steamliner and headed her into the siding to wait. He had stopped the freight and forbidden

her to cross. That would bring the railroad to a standstill.

Walley asked, "Now what are we going to do about that?"

"I tell you what. Iss washing away under the west end of the trestle. I need lossa more men, and sacks to fill with sand. Iss bales of sacks in my tool house where I put them for when this happens."

"Ho-kay," Walley agreed, "we'll get them for you . . . Hello, Gravity."

"Yeah," Eddie answered.

"Call out the steel gang. Tell the foreman to pick up the sacks and go to Retreat to help the section gang. Put a bur under his tail."

Eddie climbed the portable steps where a single window glowed in the line of outfit cars. The voice that invited him in had answered uncounted emergency calls in the dead of night. Alec sat in a sway-backed chair at a desk attached to the wall of his car, checking requisitions. He puffed gently on his reeking pipe and listened quietly.

"I smelled her coming," he nodded. "Save the trestle, the man says. I'll be right there."

Alec's big track motor and trailer moved down the main track, loaded with his men. Their eyes glinted dully at Eddie in the dim station lights as they passed by and their faces were like masks.

The uproar on the dispatcher's telephone wire grew till it had to be abandoned. Walley called Eddie on the telegraph.

"This means that I can't communicate with Retreat till I send a telegrapher to cut in on the Morse. I've got to know what goes on down there, and when it clears up. Have you a portable set on hand?"

"Yeah," said Eddie.

"It'll have to be you then. Call the third-trick op to relieve you."

"Want me to go down in my automobile?"

"Call the signal maintainer to take you on his putt-putt. He'll be needed there."

A full moon lifted above the long horizon. There was still a light under the sun roof. Manuelita looked at him over a book, and she came back slowly from the printed page as he gave her the call.

"But tell the dispatcher to send another operator," she said, suddenly anxious.

"Walley'd throw the book at me if I mentioned it," the young boomer op grinned and turned away.

She held out her hand. "Then give me the keys to your car," she insisted.

"What for?" But there wasn't time to argue. He fished out the keys.

"The *pistolete*!" she called after him.

"I won't need it," he shouted back, "with Alec present!"

LEO, the signal maintainer, followed Eddie down the path. "There'll be water all over the desert tonight," he said amiably.

He wheeled the little two-cycle motor out of his tool house and set it peremptorily on the rails. Eddie took a seat. Leo gave the car a mighty shove that started it sputtering, and leaped aboard.

The little motor popped off and the wheels screamed against the rails. Mesquite and ocotillo rocked by, grotesque shapes in the moonlight. Leo whistled cheerfully. The dry air sliding up over the wind screen nibbled with sharp teeth, and then it was bitter with engine smoke.

They dived recklessly into a deep cut and came out into a cup between low ridges at the west end of the passing track at Retreat. It was like rolling up a curtain on a cluttered stage at rehearsal time.

Trujillo had set that disorderly scene. Lanterns glimmered, torches smoked. The hard white beams of the two headlights glared at each other across the wooden trestle. The freight train trailed away far behind her Loco on the other side. The *Silver Arrow* glowed on the siding, a soft radiance that came to a point in the long shaft of light from her diesel.

The wash had been gouged out of the desert by the floods of all time, a dry gully for years on end, now half filled with the overflow from the rains in the mountains. The gray stream slid into the spottled light and crawled away like a lazy snake.

Gandy dancers on the bank filled burlap bags with sand and tied them with wire. The steel gang swung the heavy sacks over their shoulders and plodded into the gloom under the trestle, placing them as Alec directed in a barrier he was building against the flood.

The *Silver Arrow* mocked the slow centuries, the toiling men. The power within her had covered greater distances in one day than their wandering forefathers had migrated in a generation. Her windows framed lavish furnishings. Men and women, in the comfort of deep chairs, played bridge and gossiped. Passengers were merry over refreshments in the club car. A leisurely late supper was being served in the diner. In the privacy of compartment and drawing room, men negotiated the affairs of business and politics.

The lingering past and the strident present were isolated on this blank spot on the map in flickering light and shadow, surrounded by parched miles and night sky and prowling clouds.

Leo braked his motor alongside the streamliner and maneuvered it onto a take-off. He helped Eddie climb a telegraph pole and tie the portable set to the Morse circuit. They put the instruments on a pile of ties, and then the maintainer went off to look after his block signals.

Eddie talked with Trujillo and reported to Walley. The chatter of the telegraph sounder ran a silver thread through the rasp of shovels and the pant of the locomotive. That small voice keeping them in instant communication with the outer world that worked and slept along the thin wire was reassuring to Eddie Sand.

For there were lurking shadows in the moonlight. Red Indian and Girl Face were suddenly on the rise above him, and the eyes of these lean savages devoured the life and the luxuries they beheld behind the glowing windows.

The young operator watched them uneasily. He swore when Alec spoke unexpectedly at his elbow.

"The water's receding," Alec said hopefully. "We've been over the trestle and it's safe to permit trains to cross at fifteen miles per hour. Tell the dispatcher he can let them go with that restriction."

WALLEY began to set his railroad in motion. The dry rasp of shovels ceased. Trujillo's gang gathered just below the makeshift telegraph table. They had filled the sacks for the steel gang to carry away, ignoring the low remarks and hostile glances. The section men huddled and stared when the sinuous scuff of *buarachos* came up from the gloom of the wash.

The steel gang plodded along the rise and bunched behind Red Indian. They stood, still and awed, as their eyes darted and explored the sumptuous interiors of the *Silver Arrow.*

A brakeman climbed to the top of a boxcar in the freight train and swung his lantern in a swift signal. An answering dot of light danced far down. The freight train crept out upon the trestle. The mutter of diesel motors came through the slow stamp of the locomotive.

It awoke unrest. The air was dense and charged with a kind of delirium. Trujillo's gang froze like a bevy of quail ready to take wing. The steel gang miled and their voices broke out in sharp shouts.

The beat of diesel motors became a throaty growl. The *Silver Arrow* was ready to pull when the freight crossed and cleared. The steel gang realized it suddenly, realized that paradise would slip away through the moonlit miles and be gone forever. They yapped and crowded around their leader, Red Indian.

Alec watched them with a bleak eye. He spoke to Red sharply. He called him Carlos and was coldly decisive. Red looked away. The others fell into a tense silence, but their eyes still lingered on the life behind the glowing windows.

"You savvy thees people not s'good?" Hipolito's thin face stared up at Eddie.

Alec cocked a sagacious ear as the freight train crawled slowly across the bridge. Fifteen miles per hour. Through the mumble of wheels and the faint chuff of the stack, he listened for sounds of distress from the old structure. Twenty cars were over and he was satisfied that it was still sound. He didn't nod. That would have been a violent gesture for Alec. He merely modified the slant of his head.

How do you reckon that a man is old? The years do not mark it. Old Alec seemed aged like a crag—by centuries. His eyes, in their web of wind wrinkles, sharpened and flashed in the checkered light as his glance flitted along the wash. He seemed to be testing the uneasy air.

Then he swung his electric lanter in a peremptory signal to the freight train's engineer to bring his train to a stop. Alec moved quickly down toward the engine, his lantern cutting pedulum arcs. The train halted.

Alec's voice was ragged, "Be ready to pull the head-end cars off the trestle when we get her uncoupled back there on the other side."

THE POUNDING piston of the air pump and the hungry growl of motors cried across the dim flats. The circle of mesquite and creosote seemed alive. There was cold smell of disaster clear down to your heels.

Destruction was loose upon the desert. A flash flood had flung itself down the wash. This wasn't runoff, spilled over from the protracted rains. It came out of a cloudburst. Tons of water dumped all at once into a blind canyon cascaded in one wild rush.

Alec climbed the ladder of a boxcar in a swift lunge, and walked out on top. He'd try to clear the trestle of cars before the flood caught them. The brakeman's lantern showed down there just beyond the other side of the bridge.

The section foreman's voice tore across the distance in a blast of sound, "Cut her in two where you are!"

The brakeman's lantern bobbed and was still again.

"Cut her in two where you are!"

The brakeman shrilled back, "What the hell for?"

It swept Alec back to the days when a construction boss had to be the best fighting man in the outfit. The first straw boss he'd ever downed had asked that question in defiance, at a critical moment. "What the hell for?"

The young brakeman was reluctant to make a sudden decision. He had been confused by too many provisions in the contract. The action demanded was too abrupt and might invade his rights. He couldn't even uncouple his train promptly in an emergency. The glum restraint of the years broke down and Alec blew a fuse.

The long shadow of his legs cut the distance over the running boards like the snip of scissors. Angry blood pounded in his ears and dulled his keenest senses. The proximity of the flash flood didn't penetrate and strike an alarm. He thought he'd make it to the other end of the trestle in time to uncouple the train, with enough to spare for the engineer to pull the cars clear before the racing water took them.

But you knew he couldn't. So did the flash flood. It chuckled with satisfaction and closed in. It roared up out of the gloom, silver jets dancing on the surface in the patchwork light. The beam of the streamliner's headlight streaked the bulging crest and speckled the trailing torrent. The wet breath of it eddied and stained the still air. The first wave plunged into the full glare. The channel below was filled with seething fury.

Alec paused out there on a boxcar in the middle of the trestle and scowled at the overhanging wall of water.

IN THAT long second, you could read the expression of vexation on his weathered face, vexation that he had at last been trapped and flung into death be-

cause he had violated his lifelong rule never to interfere with another man's job. Before he stepped through that last door he calculated the number of men and the amount of material required for immediate repairs, and how long it would take to assemble them at the scene of disaster.

The point of the low ridge shouldered the deluge away from the siding and the streamliner, and plied it high. There was soft explosion. Spray sparkled and leaped at the stars. The trestle collapsed at the impact and the cars on top of it were caught up in the first wave. Alec's lantern went out in a welter of plunging water.

Bridge timbers and rolling stock churned up together in the vortex and went down the wash, with the fat chuckle of the flash flood trailing across the dark reaches, delighted that it had caught a damn good construction man who had been repairing ravages of the storms for forty years.

A boxcar just off the west end of the trestle swung on its coupling, tilted and yanked free. The flood threw it angrily aside. It turned over on the flat below the main track and bounced and crashed into a nest of boulders. It broke open with a rending of old wood and its contents of assorted merchandise were flung out.

Cartons and cases crashed against the rocks and a barrel of whisky rolled away and tried to climb the ridge. The barrel collided with a lone boulder and you could hear the crack of staves. It rolled slowly back down the slope with a faint slosh of spilling liquor. The steel gang, rooted, pointed their noses and sniffed.

A case of matches was ignited by the impact, and fire began and grew in the wreckage. Bizarre in the moonlight were the clawing flames and the pointing fingers of of the headlights, the smells of engine smoke and diesel oil and the bitter scent of whiskey.

And you knew then, away down in the darkness where fear lurks forever, that Alec Blee was no longer here to restrain this band of starved nationals. If the staves of that barrel of whisky hadn't been sprung enough to spill all its contents, violence and stark tragedy could be woven into the circle of empty miles.

*(Concluded Next Month)* •

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Mike Eagleson

# IN SEARCH OF STEAM

CANADIAN NATIONAL steam is in the news again. Dwight Smith's newly formed Conway Scenic Ry. in New Hampshire is now operating with ex-CN 0-6-0 No. 7470 between North Conway and Conway. The engine was built in 1921 at the shops in Pt. Charles, Que., reports Alan W. Magnuson, 78 Harding Rd., Lexington, Mass. 02173. Unfortunately, the good-looking heavy switcher had her ex-CN number shortened to 47, and her smokebox painted a very un-Canadian National silver.

North of the border, famed CN 4-8-2 No. 6060 had her fourth driving axle badly scored. (See the first item in this month's *Hobby Club.*) As the road's Spadina roundhouse could no longer handle drop-pit steam repairs, neighboring CP's John St. roundhouse was host to the fantrip loco. This may mark the first time a CN engine has entered the CP house in Toronto.

Two other Canadian steamers rate headlines. Ex-Canadian Pacific 4-6-2's, Nos. 1238 and 1286, have been obtained by the Barber-Intervale-Gathright Scenic R.R. and will run 16 miles between Intervale, Va., and the Bath County line on the old Hot Springs branch of the Chespeake & Ohio. The C&O shops at Clifton Forge, Va., has rebuilt one of the pair for this service. So says George Clinebell, Box 313, Ronceverte, W.Va.

EX-NICKEL PLATE Berkshire type 769 (actually No. 765), may run again. Long on display at Ft. Wayne, Ind., she was moved from her resting place in the park to a museum site east of New Haven. The Ft. Wayne RR Historical Society plans to use the big 2-8-4 for excursions in the tri-state area.

FORMER Roberval & Saguenay 2-8-0 No. 17, now in the Central Vermont roundhouse at New London, Conn., is up for sale. She was the last Consolidation built in Canada, being outshopped by CN in 1940. Contact David Krall, 1440 W. 47th St., Chicago, Ill. 60609.

KNOTT'S BERRY FARM at Buena Park, Calif., is now operating their newly acquired ex-D&RGW 2-8-2 No. 464. In addition, their two 2-8-0s have been restored to original appearance by removing their fake diamond stacks.

EX-CAMINO, CABLE & NORTHERN Shay No. 4, the former West Side Lumber Company No. 14, is now running on the Colorado Central Narrow Gauge R.R. at Central City. She joins ex-International Ry. of Central America 2-8-0 No. 40 and C&S 2-8-0 No. 71. Elsewhere in Colorado, construction started last spring at Antonito on a two-stall rectangular enginehouse for the Cumbres & Toltec Scenic. They hope to get vocational-educational funding to restore their 2-8-2 No. 463. These items from *Iron Horse News,* published by the Colorado Railroad Museum, Box 10, Golden, Colo. 80401.

CRAB ORCHARD & EGYPTIAN is using their Porter-built 2-4-2 No. 5 for excursion service out of Marion, Illinois. Once a saddle-tanker, she has had her tank removed and a tender added, giving her a new appearance. A 3 percent grade permits good stack-talk from this fine little road engine, reports Jerry Mart, 2819 Lindsey Dr., Hopkinsville, Ky. 42240.

SKAGIT RIVER RY., a new tourist operation, is running between Sedro-Woolley and Concrete, Wash., using former Seattle City light 2-6-2 No. 6 as motive power. This old Prairie type was on display at Newhalem for 19 years before being restored to FRA-certified operating condition in just 8 months. I'd like to see more park engines now scattered around the country returned to service.

FORMER Dardanelle & Russellville 4-4-0 No. 8 is now in sourthern

California near Cucamonga under private ownership. This past June 21st she was under steam for a TV special to be released this fall, I learn from *Pacific News,* Box 283, Burlingame, Calif. 94010.

SEVERAL small but very old steam locos are being offered for sale by Guy Richard, 372 Rue Au Bois, 1150, Brussels, Belgium.

EX-GREAT WESTERN no. 75 did herself proud in September in a TV show, *The Manhunter.* Much of the action was filmed on location and in and around Denver. The loco is a 2-8-0 built by Baldwin in 1906, the year *Railroad Magazine* was founded, and weighs 250,000 pounds. She once hauled 50 freight cars at a time. In *The Manhunter* she pulls a baggage car and three 1920-vintage passenger cars. No. 75 belongs to a group of dedicated railfans who organized themselves as the GW 75 Co. so they could buy the engine some ten years ago when the road retired her from freight service. The owners have seen their pride and joy acquire some impressive film credits, including *Cat Ballou, The Professionals,* and *The Life of Pancho Villa.*

RAIL CITY in upstate New York apparently wasn't open to the public last summer because the equipment and buildings, as viewed by a visiting railfan, were not in the best of shape. Ex-Bath & Hammondsport Mogul No. 11 appeared to be in good condition, though, and there were indications that she had been running in late August, if infrequently. Anyone fill me in with details? This could be a good tourist operation. Let's hope it doesn't go down the drain.

FAREWELL TO STEAM ALBUM NO. 1: THE TANK ENGINES, is a new book with 36 pages, 8¼x5½″, well illustrated, soft cover; Lodester Press, 54 Smythe Rd., Henderson, New Zealand, 80¢. It's a photo album of mainline and industrial tank engines that once ran in New Zealand. The pictures are good, both action shots and engine portraits, but I wish a bit more enlightening text had accompanied the rather skimpy captions. A most economical endeavor. The photos alone must carry it, and do. •

**Little 2-4-2 No. 5 of the Crab Orchard & Egyptian R.R. taking on water at Marion, Ill., July 14, 1974. Loco is ex-Central Illinois Public Service.**
Jerry Mart, 2819 Lindsey Drive, Hopkinsville, Ky. 42240

**Chesapeake & Ohio steamers stored for future preservation at Huntington, W.Va., May 25, 1974. On left *Kanawah* type No. 2705 and on right 2-6-6-2 No. 1309, last steam loco built by Baldwin in 1949 for domestic service.**
Photograph by Michael Eagleson

**Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.**

# PENNSY HOGS

## by Richard D. Adams

THE DETAILED DRAWINGS for heavy freight power to replace the class I (H1) steamers that were sent to the Altoons Shops in 1886 were the last locomotive drawings prepared under the illustrious name of John B. Collins, who died March 20, 1886, after serving as the Pennsylvania Railroad as mechanical engineer for twenty years.

Although the practice of standardizing steam engines—a practice that made the Pennsy world-famous—is credited to A.J. Cassatt, who later became president of the lane, it was Collins who designed many of them. Collin's last project may well be considered his best. One feature would endure as long as Pennsy steam lasted, namely, the great Belpaire firebox he introduced in designing the class R engines.

The Pennsy had begun its freight service forty years before with 4-4-0's, Baldwin flexible-beam 0-8-0's, Smith & Perkins 2-6-0's, a few Ross Winans Camels, and an assortment of 4-6-0's. By 1861, the year that ushered in the Civil War, the expanding railroad had settled on the Ten-wheeler as its standard freight-hauler. Built by Norris, Baldwin, and the New Jersey Locomotive Works, these engines were basically the same in size and power. They generally had 18x24″ cylinders and drivers from 48″ to 54″ and weighed about 66,000 pounds.

A classic date in rail history was November 16, 1867, when Cassatt was appointed master of machinery on the Pennsylvania and began a sweeping program of standarization. Eight basic designs were proposed for freight, passenger, and switching ser-

**Alexander Johnson Cassatt, father of standardized Pennsy motive power and later became president of road.**

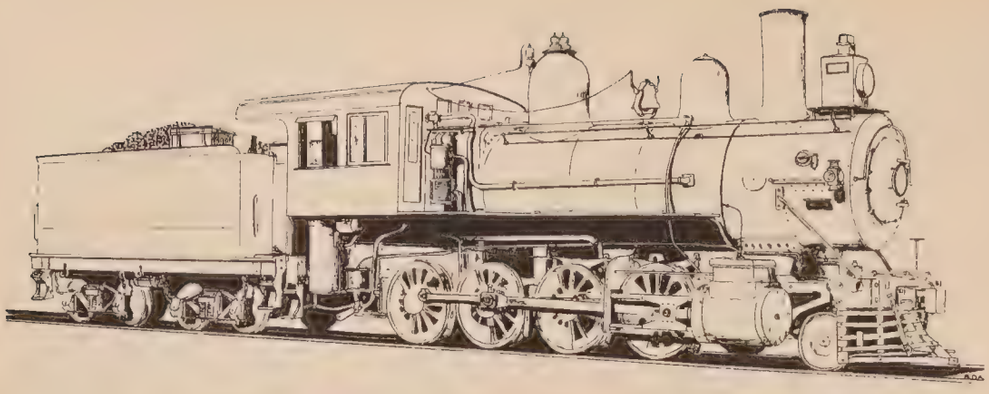
vices. The freight hogs were 4-6-0's, classes D and E, with dimensions similar to the previous Ten-wheelers. The class D, built for general freight, had 18x22″ cylinders and 56″ drivers and weighed 83,500 pounds. Class E, on mountain freight runs, had 18x22″ cylinders and 50″ drivers and weighed 84,800 pounds. The process of standardization was set up not to increase locomotive size and power but to reduce repair and maintainence costs by minimizing the parts inventory. Initial standard designs followed the traditional motive-power practices of the time.

The first radical departure came in 1875 with the design of a new type for heavy freight service, the class I (H1) 2-8-0. In size and power this class was comparable to some earlier Baldwin-design Consolidations which the PRR had in service on its Philadelphia and Erie lines, with 20x24″ cylinders and 49″ drivers. The significant new element was the boiler. Standard practice in the 1860s and '70s dictated that a locomotive boiler should be made of 5/16″ wrought-iron plate and operated at 100 pounds pressure. This virtually froze boiler size at a diameter of 48″, the limit within which the material could safely carry the pressure.

In 1868, Baldwin Locomotive Works made the first steel boiler built in the U.S., at the Pennsy's request; and by 1870 a steel boiler cost from $250 to $500 more per engine than did one of wrought iron. The class I 2-8-0 had 20x24″ cylinders, 50″ drivers, and a 55″-diameter steel boiler, with 125 pounds of steam pressure. Of the 1,690 locomotives built in this country in 1876, only 78 had steel boilers, including 29 on class I engines.

The other radical departure from accepted practice was also in the boiler design: the boiler had a sloping fire-box. This construction was so closely identified with the PRR that the boiler became known as the Altoona type. Its weakest point was the

**PRR No. 1187 class H3 (R) was one of many built at Altoona in 1888.** Collection of J.M. Prophet 111



**Pen and ink sketch of a Pennsy H3a Consolidation by Richard D. Adams.**

staying of the firebox and crownsheet within the boiler wrapper, like trying to support a box within a tube.

Contemporary power used crownbars and sling stays to support the crownsheet. The crown bars were 2x5″ bars riveted to the crownsheet, laid transversely to rest on the firebox side sheets. The steam dome opening was usually placed directly over the crownsheet, thus further weakening the boiler at this point, which made staying more difficult. The class I boiler had a flat roofsheet and crownsheet parallel to one another and held with simple screw stays. The steam dome was built ahead of the firebox, thus giving a strong and durable design. Although the roofsheet and crownsheet had a deep slope to the rear, these locomotives were free-steaming. About 545 class I engines were built between 1875 and '86 and were used over the entire Pennsylvania system. They were nicknamed "Jacks," another old boomer term, the origin of which has puzzled many railfans.

BY THE EARLY 1880s the road needed a new heavy freight-hauler. Traffic was getting too heavy for the class I types to handle efficiently. So the Mechanical Department designed a new 2-8-0, with more power and weight, but following some of the dimensions of the class I. The new design, class R (H3), retained the 20x24″ cylinders and 50″ drivers, but the wheel base was changed slightly, with the driving wheel base increased by 2″ and the total wheel base enlarged by 3″.

Just as the boiler was the key element in the class I design, so in the new design it was the major attraction. Final drawings of the class R, dated August 3, 1885, showed a Belpaire firebox designed to carry 140 pounds of pressure.

The origin of the square firebox is obscure, as there were similar early efforts in this direction in England, France, and Germany. The design was perfected in 1860 by Alfred Belpaire. That is a name to remember. Belpaire had taken charge of the Belgian State Railways works at Malines and, at age twenty, had risen to near the top of the railways' totem pole. His firebox was originally intended to burn a poor grade of coal, which crews contemptuously referred to as "real estate." Besides designing better grates, Belpaire improved the staying. His first firebox had a round external top, but from 1864 on had the chacteristic square top. This design's importance is due to the improvement in the staying of the firebox to the boiler wrapper. The Belpaire firebox is a box within a box, whereby a simple and effective use of stays can be made, giving a solid and strong design. There were no openings over the firebox in the PRR's new locomotive design. The dome was in the boiler course ahead of the firebox, while openings for the whistle and safety valves were in the dome.

The first class R was numbered 400, Altoona No. 983, finished in October, 1885. She was built with a straight stack measuring 20″ in inside diameter, similar to the stack used on the class I engines with extended smokeboxes. After road tests, the 400 was equipped with a bootleg stack tapering from 18″ near the base to 26⅞″ at the top. The stack was 4 feet 10½ inches high. The class R had 64″ slatted pilot, a continious handrail, cam type driver brakes, and a cab with a rounded roof and no backboard. The Class R was styled by Theodore N. Ely, who had been appointed superintendent of motive power on the Pennsy in 1874. Ely showed his architectural skill in the neat outline and smooth lines of the class R.

In 1887 the Altoona Shops built a new class R at a cost of $8,643.96. Some of these, intended for service on the Tyrone, Clearfield, and Bedford divisions, had a specially designed bonnet stack with a 54″ inch diameter, due to the danger of forest fires in those areas. Class R, engines could pull so much more than the old class I that they were nicknamed "hogs." Maybe you have wondered how that word, so often used by boomers, came to be applied to steam locomotives. Well, now you know.

The class R design was modified in 1889. The first locomotives with these new specifications was the first one turned out in the newly-constructed Juniata Shops: the PRR 692, built in July, 1891, as Juniata Shops No. 1. The change included a slightly larger and stronger boiler, a new cab with a clearstory, driver brakes replacing the cam brakes, and a shorter pilot.

THE NEW classification got national publicity when the year-old 1500 was involved in the Walter L. Main Circus train wreck near Tyrone, Pa., on May 30, 1893. That "big top," loaded on 17 cars left Houtzdale, Pa., at 2:15 a.m., and was scheduled to show at Lewistown the following day. The train had to wait at Osceola Mills nearly three hours for a locomotive. Then class R 1500 took over and, with Steve Creswell at the throttle, began a steep descent of the Allegheny mountain grade to Tyrone.

Steve was making good time when, near the bottom of the grade at McCann's Crossing, he felt a slight jolt. Immediately the car next to the engine toppled over, derailing the cars behind it! The tender broke away from the

locomotive, being pulled off the track by its link-and-pin coupler still attached to the first overturning car. Six circus people perished. Many circus animals were either killed or injured so badly that they had to be put to death. Some beasts escaped, including lions and tigers, but nearly all were finally recaptured or shot.

Long afterward, stories were told of wild animals lurking in the mountains behind Tyrone. One of your author's favorite childhood thrills involved a panther-like animal called a "high-behind" prowling around his grandfathers farm near Tyrone. This "big cat" obviously had come from the Walter L. Main Circus.

The cause of the accident was never learned, but it is thought that elephants in the car behind the engine shifted their ponderous weight on the curve, overturning the car. Since that day, whenever a circus plays Tyrone the performers hold a memorial service for the six dead.

In 1893 the class R design was further modified and was officially designated as class R of 1893 (H3b). The boiler was again enlarged and the overall weight increased. The first such locomotive was the 1623, built at Juniata in February, 1893, and bearing construction No. 198. Its appearance changed again with a straight stack replacing the bootleg stack, and then a new cab was introduced on the class P (D14a) eight-wheelers with a flatter roof than the older style.

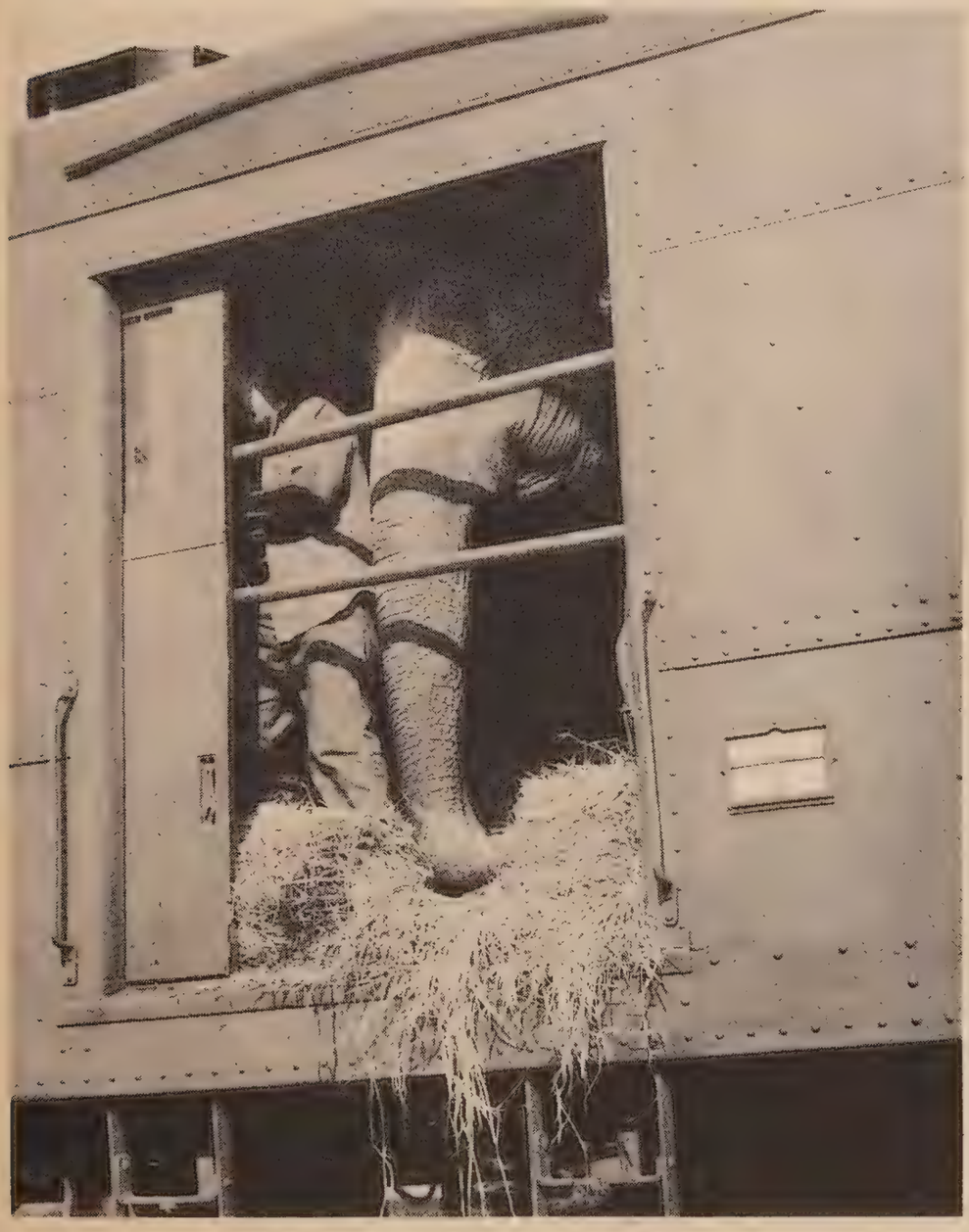
PRR west of Pittsburgh and Erie, known as the Pennsylvania Lines, was fairly independent and had its own vice president and superintendent of motive power. Although the Lines West had designed its own replacement for the class I, the class S (H2a), it also required a number of class R engines of the H3a and H3b groups. The Motive Power Department of the Lines West designed and built a modification of the class R, known as the H3c. It was similar to the H3a except that it had 20x28″ cylinders rather than the usual 20x24″. Various H3c's were built new as H3c, while others were converted from H3a. Some of these Lines West class R engines carried as many as seven or eight numbers during their lifetime.

Class R Consolidations were the most widely used locomotives on the PRR and its subsidiary lines. Baldwin built the last such engine in 1900 for the Allegheny Valley as their No. 92 (H3b). During their years in road service, the older class R's took on the characteristics of the H3b with straight stacks and new cabs. Many had their water capacity increased by the addition of three feet to the bottom of the tender cisterns, giving them a much higher tender body.

Pennsy motive power officials thought so much of the sloping firebox of the old class I that they had plans drawn up in 1903 for classes H3d, H3e, and H3f. These designs were modifications of H3, H3a, and H3b, in which the original Belpaire fireboxes were replaced by a new Belpaire firebox with a sloping roofsheet. Thus the classes H3, H3a, and H3b became H3d, H3e, and H3f respectively.

Twelve H3 and H3a engines were rebuilt with the modified fireboxes, all being reclassified as H3e. However, it became apparent that the advantages of the new firebox with a sloping roofsheet was not sufficiently better than the construction of the Belpaire firebox to make the conversion worthwhile.

A RETIRED Conemaugh Division engineman, R. Clair



**Walter L. Main Circus train wreck was attributed to elephants shifting ponderous weight in car as train rounded curve in mountains May 30, 1893.** Photograph by W.R. Hicks

Martin, has told your author some of his experiences with this power during the winter of 1909-10. Engines 270, 55, 1165, 1296, and 1315 were assigned to Butler Junction to work as the Butler shifter and for use on a pick-up coal train that ran from Freeport to Johnstown, Pa., called the "Pee Pee" coal train. Due to the light trackage leading to many mines on the Conemaugh Division, they were the heaviest that this service could use.

Martin recalls they were free-steaming and not hard to fire, but excessive heat was a problem for the fireman. The firedoor was low and the heat reflected directly off the fire onto the "ash-cat." Many firemen wore canvas or leather aprons for protection. Enlarged tenders caused another problem. The height of the tank put the coal close to the fireman but made it impossible for him to use the firehook. He had to bend his hook to get it into the firebox and when he was done he had to straighten out the hot hook.

The H3's had a deckless cab, with the firebox extending almost to its rear, and the newer cabs had doors in the back. On cold winter days this made a nice snug place to sleep while the other engine was pulling coal loads out of a mine. Martin carried a six-foot board in his cab, which did duty as a bed at times when his engine was laying around.

The older class R's (H3) retained their cam type brakes, and Clair Martin remembered an incident involving them.

"We were working a mine below Vandergrift," he said, "and the lead engine with the train was supposed to pull around Jones' Cut onto the straight track at East Vandergrift. We left the cars we had at the mine and didn't take anything out, so I came up with just an empty engine. When we rolled through the cut, the fellow hadn't pulled very far into the clear, for some reason. My brakes weren't very good and I hit those empties pretty hard. Like most things, when those brakes were new they were all right, but when they were worn they didn't stop you fast enough. We rammed into the train of empty hoppers, knocking the dust out of that cabin car. Engines that had brakes on every driver were a big improvement."

The Pee Pee coal train got its name from the class R engines that pulled it. Smaller than the newer big H6 and H8 2-8-0's, they reminded you of little "pee-pee" chicks. The train worked every mine to Blairsville, where both engines were put on front for the run to Conemaugh. Part of the time spent on the way from Freeport to Conemaugh was just lying around waiting for the other trains. Frequently the Pee Pee had to linger at SQ tower, where the main line of the Pittsburgh Division narrowed to three tracks in Sang Hollow. There were track pans here. Class R engines were not fitted with water scoops, but took water from the standpipes at the track pans.

ONE COLD winter day while they were taking water, a fireman on the second engine got down and tramped back in the snow to urinate. Later, Martin

**Ever see a smile from an oldtime engine crew? Bunch on No. 1176 H3 class on Tyrone & Clearfield have usual pose.**

Photograph from Smithsonian Institution

told your author: "Those engines didn't have any facilities like that on them." Later when the train tied up at Conemaugh, he reached for his watch to see how much time they had made. His watch was gone! He told his engineer, Jamison: "It's not in the coal and I didn't throw it in the fire. I bet it's back at the track pans." The hogger said he could get a local passenger train back to New Florance in a few minutes. So the fireman walked over to the Conemaugh station and caught the train. When he got out to the track pans, there by the stand pipe he saw his watch, frozen in the ice but still ticking!

A class R engine usually handled the yard shifting at Butler, Pa. This was a busy place with the Standard Steel Car Works and other industries. Every evening a merchandise train left Butler for Pittsburgh, and the Butler shifter helped it up the hill to Cabot. One evening a young man named Costello was the engineer on the Butler shifter, with Clair Martin firing. They started out of Butler across the Buffalo, Rochester & Pittsburgh and up the hill with that old class R shoving away behind the cabin car.

"I put in a couple of fires," Martin remembered, "and looked at the steam gage. The pressure was at 175 pounds and going up. Then I looked at the steam dome. The engine was foaming and the safety valves just couldn't relieve the pressure fast enough. So I climbed back down, opened the firedoor and hollered at the engineer. Then I scrambled back over the coal and got down on the rear of the tender. Costello laughed and kept on going, with the firedoor open. At length the engine cooled enough for the pressure to drop."

After the advent of heavier freight-haulers, some class R's were converted into shifters. The front truck and the rear driver were removed, resulting in a long low slung 0-6-0. These engines were classified as B7's and restricted to 15 mph. They were very unstable because of their long overhang, and it did not take much to get them to rock.

**Pennsy No. 237 eastbound at Saltsburg, Pa., with the Pee Pee coal train.** George Kelly, Saltsburg, Pa.

While shifting with one of them at 43rd Street in Pittsburgh, Clair Martin ran over some rough track. The rear end came down and struck the track with quite a jolt. Martin recalled that "an official who happened to be standing there bawled me out for running too fast."

The total number of class R's is hard to determine without access to company records, for few locomotives were renumbered more than these. The late Charles B. Chaney, who often contributed to *Railroad Magaine,* estimated there were 870, divided as follows; 430 H3, 278 H3a, 139 H3b, and about 20 H3c. Your author thinks these figures are off quite a bit, as he can account for only 258 H3's.

Class R served the Pennsy long and well. Introduced in 1885, they did not leave the roster until early 1924. One class R locomotive, H3 1187, is still extant. In 1916 the PRR sold her to the John T. Deyer Quarry Co. at Birdsboro, Pa. She was still working in 1939, when the Pennsy discovered her existence and traded a B8 class shifter, No. 828, for her. The 1187 was restored to her original appearance, bootleg stack and all, and put on display at the New York World's Fair.

Subsequently she was stored at the PRR enginehouse in Northumberland, and finally was donated to the Pennsylvania Museum Commission at Strasburg, Pa. When the state museum is completed, the 1187 will be on display, and future generations will see an oldtimer that helped to set the style for Pennsy locomotives for seventy years. ●

No. 1165 class H3 shown on the Butler shifter at Butler, Pa., about 1906. Collection of Richard D. Adams

# TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

SAVED from extinction are the Monongahela Railway's 1205 and 1216, the last Baldwin RF-16 "Sharknose" freight units left on earth. Delaware & Hudson bought them for repair and possible service. The units had been slated for scrap; but Ivan W. Saunders, 50 Second St., Brownsville, Pa., reports having seen them on August 7th in the Pittsburgh & Lake Erie yards at Newell, Pa., waybilled to the D&H at Colonie Shops.

Ivan works for P&LE and is one of this magazine's *Interesting Railfans.* Checking the waybill, he found the Sharknoses were routed over P&LE to Ferrona, Pa., for interchange with the Erie Lackawanna and then via the EL to Binghampton, N.Y., where the D&H will take delivery. He thought the locos might end up on the Providence & Worcester.

However, D&H President Sterzing told Don Dover of *X2200 South* by phone that if the two units were repairable his road would operate them. Sterzing added that D&H had bid on the three remaining Burlington Northern (ex-SP&S) PA's (Alco freight units now in a scrap yard at Tacoma, Wash.; but the asking price was too high for him. Most diesel fans know that D&H sent two Alco PA's to Morrison-Knudsen for rebuilding, for use on the new Albany-Montreal passenger trains. D&H had better prepare for a lot of railfan visitors. And thank you, Mr. Sterzing.

Bill Murray, 49 Washington St., Salamanca, N.Y. 14779, spotted the Monongahela Sharks (1205 and 1216 in an eastbound EL sumbo; freight on August 11th through Salamanca —destination, D&H Colonie Shops. That's moving.

MORE POWER. Of the 46 new diesel-electrics being delivered to the Milwaukee Road this year, 36 are "big power" similar to the six 3000-hp units shown at the diesel house at Milwaukee, Wis. All new locos are taken to the shops in the big city for inspection and outfitting before going into service on the 10,200-mile system. GM's Electro-Motive Division had delivered 28 units like those pictured here. Eight others 3,000-hp units are being received from GM this fall, to be followed shortly by ten 2000-hp units. The 46 new locos, valued at about $15,800,000, are part of an aggressive motive-power rehabilitation program begun in 1972. They make a total of 128 new diesel units the Milwaukee Road has put into service in a two-year period.

CP RAIL F-M C-Liner No. 4053, after rusting on the Ogden scrap line for over a month, was pressed back into service, due to a severe power shortage. The resurrection was in style. It was sent to rescue the Canadian, which suffered failure in one of its road units. The circumstances found old 4053 on the head-end of the Canadian rolling into Calgary. What a photo that would have made.

Other Canadian news finds CP Rail and GO Transit cooperating in equipment testing. GO 9810-9861 (ex-Toronto Northland F-7) and 13 coaches worked CP's Montreal commuter pool in late July, while GO 9811 operated in Toronto.

The status of leased power in Canada in August found a few changes: Canadian National reduced its leased roster to 26 Grand Trunk Western units. CP Rail sent home Bangor & Aroostook Geeps 68-73; and 67, 70, 75, and 77 went off CP at Vancouver, possibly heading for British Columbia Ry. The Bessemer & Lake Erie E-7 No. 721B was sent home. The other five B&LE F-7's are tied up at Winnipeg. Three of the United Ry. Supply RS-3's are immobilized at St. Luc (15, 16, and 17). So are the Precision National Geeps. The Boston & Maine Geeps 1562, 1565, 1567, and 1569 were sent home, as were P&LE 1527-1530. The PNC 118 and 137 (ex-QNSEL) were leased to Mannix Construction Co., which is rebuilding Canadian National's Braseau sub in Alberta for unit sulphur-train operation. Mannix also has leased BAR 63 and 71, and a yellow RS-3 lettered Aquitaine 524, probably ex-Reading and rebuilt by United Railway Supply.

Chesapeake & Ohio and CP will soon start pooling power on trains 937 and 942 out of Rougemere Yard. A CRHA railfan trip on September 7th to Peterboro used CP 8921, the much-travelled MLW RSD-17, the only RSD-17 ever built. Plans for another trip, a UCRS-CNR affair to Haliburton, Ont., from Toronto, were in jeopardy because the Stouffville bridge burned last summer, cutting the line. Ontario Northland is looking into electrification, spurred by the discovery of lignite coal near their right-of-way.

ROY HAKIM'S Jersey Central observations in our August issue brought a flood of mail concerning the road's RS-3's lettered "LNE," which he reported seeing at the Naporano Iron & Metal Co. plant, evidently doomed to be cut up. But will they be? The "LNE" markings do stand for Lehigh & New England, although today that is RailWAY and not RailROAD, as you may have noticed in Sy Reich's roster last month.

When the old L&NE RR went under in 1961, it sold some of its eastern lines to Jersey Central, which thereupon formed a subsidiary called the L&NE Ry. to operate the area around Bethlehem, Bath, Martin's Creek, and Allentown, Pa. The CNJ moved some RS-3's of the 1500 and 170 series over there as power. The plot thickened when Jersey Central leased three Reading RS-3's (460, 472, and ?), renumbered them 1533, 34, and 35, and stencilled LNE in yellow and green. In March '74 the 1533 was seen on the LNE, the 1534 at Elizabethport on CNJ, and 1535 still in the shop. In May the 1534 was seen at Naporano. However on June 15th, Peter Brill, 13 Cedar St., North Tarrytown, N.Y., discovered the 1534 idling at Cranford, N.J. Since Jersey Central cancelled an order for MP-15's and GP-38-2's, could a motive power scarcity have lengthened the lives of these RS-3's in the face of short money?

According to Paul Carpenito, 310 Crann St., Hillside, N.J., the CNJ has leased five more Reading RS-3's and numbered them 1562-1566. Also, they bought two units from Precision National: the RS-2 1561, ex-SP&S, and RS-3 1560, ex-Central of Georgia. Jersey Central's GP-7 No. 1525 is now red and white, but with two thin stripes instead of the wide band, and with white handrails.

More from Ray Hakim, 21 Clauss Ave., Paramus, N.J., who now says Jersey Central GP-9 1532 is the final unit entirely in the old stripe paint scheme and when last seen in July was in good shape. Ray says the Reading has an order in to EMD for twenty GP-39-2's (yes, he says *39*'s), numbered 3401-3420, and MP-15's numbered 2771-2780, expected delivery in late 1974. Lehigh Valley also expects new power late this year—twelve GE U-23B's. Word is out that all LV Baldwins are due for retirement, and the remaining six Alco C-420's will be pulled off the road in favor of the new GE's.

Collapse of Nicholson tunnel on the EL between Binghamton and Scranton has rerouted EL freights over the Lehigh Valley between Waverly N.Y., and Pittsford Jct. Where most EL freights had been taken off the mainline to New York in favor of the Scranton route, this now pushes New York-bound trains back to the

main and once again there are helpers at Susquehanna, Pa. Recently the helpers used were F-7A's—very rare in the area. A new EL-Santa Fe pool train deal, symbol freights SF-99 and SF-100, will put big ATSF power into Marion, Ohio. Hopefully, adds Ray, some will find their way to Croxton Yard, N.J., where he'll have a chance to see it.

NEW JERSEY motive power odds and ends has a Chesapeake & Ohio GP-39, No. 3917, spotted in Elizabethport and three Jersey Central Alco S-2's beside the shops there. We thought all CNJ S-2's were gone, but 1067, 1068, and 1070 were still around, at least until about mid-August. Also in Elizabethport were two of the CNJ RDC's that GE overhauled.

At Naporano Iron & Metals awaiting the torch are N&W RS-11's 339 and 2855 (ex-NKP). The 339 was wrecked, while 2855 lost a battle with an engine fire. In the CNJ yards headed for NI&M was Great Northern F-7A No. 656 in *Empire Builder* paint. Gone by now are EL Alco S-2's No. 533, 547, and 548, as well as D&H RS-3 No. 4096. Finally, in the EL enginehouse at Croxton, N.J., was U-34CH No. 3351 with a damaged cab. This unit is the first of the model, and may be repaired.

THE ROCK ISLAND has agreed to sell 80 of its 20-year-old diesel locos to a New York subsidiary of Hugo Stinnes, A. G., the West German machine-tool maker. Under the agreement, the hard-pressed railroad will receive $6 million for the locomotives, and lease them back after they have been rebuilt. The agreement gives the buyer of the equipment, Precision National Leasing Corp., a Stinnes subsidiary, a 60-day option to buy an additional 40 other locos for $3 million, which would be rebuilt and then leased back to the railroad.

PHOTO of Erie boxcab No. 19 in July Railroad pleased Richard E. Spelshouse, 709 Gellert Blvd., Daly City, Calif. He had visited the Erie roundhouse at Jersey City on Oct. 18, 1958, and was treated to a rare sight as the 19 was pulled out of the roundhouse, turned, and put back in her stall for scrapping. The foreman told Dick it would be cut up, starting two days later, and that he and a friend could have anything off of her that could be wrenched off.

With no tools and no private transportation home (they had ridden the train from Hoboken), Dick was limited to the number board, a few signs, and the inspection reports in the cab. He and his pal could even have had the bell if they'd been able to get it off the roof. The best souvenir would have been the builder's plate, but Dick didn't mention it. The unit still carried a prime mover, but all electrical gear was gone, including the traction motors. Dick took a slide of her on the table, which might well be her last picture.

**Monongahela Ry. No. 2004 is one reason why the road is selling the famous Baldwin Sharks. She's an early GP-38 with oil bath filters.Typical weight is 260 to 270,000 lbs. but MRY wanted a heavier loco at 293,000 lbs. for heavy coal hauling. Ken Douglas caught 2004 at Maidsville, W. Va., in 1969.** Photo courtesy X2200 South

MISSOURI PACIFIC'S renumbering of road units to reflect horsepower ratings is nearly complete. Some units also are getting new heralds and lettering, but for the most part switching units are not included. Robert R. Harmen, 1510 Crestmoor Dr., Pueblo, Colo., sends a rundown:

GP-7's, 9's, and 16's (rebuilt RS-3's) will be renumbered 1600-1999.
GP-18 400-499, 500-549 will be 1850-1999.
GP-28 850-851 will be 2000-2001.
GP-35 600-667 (no 614, 615, or 630) will be 2500-2564.
Rebuilt GP-35 630, now a GP-38, will be 2008.
GP-38 852-857 will be 2002-2007.
GP-38-2 858-959 will be 2009-2110.
SD-40 700-789 will be 3000-3089.
SD-40-2 790-839 (no 815) will be 3090-3138.
U-23B's 668-674 will be 2250-2256.
U-30C's 1-29 will be 3300-3328.

McCLOUD RIVER RAILROAD on August 16th took delivery of No. 39, a new EMD SD-38-2, which had worked its way west on BN prior to delivery. It features a new standard AAR control stand, plow pilot, and a 3200-gallon fuel tank. McCloud's older SD-38's have 100-gallon tanks. So says McCloud River brakeman George M. Landrock II, Box 419, McCloud, Calif. 96057.

Elsewhere, Union Switch & Signal Division of Westinghouse Air Brake Co. has an order for cab signal and train-control equipment for 70 new diesels. These engines are slated for use on Penn Central, SP&S, Illinois Central Gulf, and Union Pacific.

A NEW REGULATION of the U.S. Environmental Protection Agency requires that mufflers be placed on all interstate diesel locomotives—at a cost to the nation's railroads of between $80 and $100 million. Such regulations technically become effective 270 days after they become law, which is still in the future. Either way, the installation of mufflers could not be completed nationwide for "four years," says a Penn Central spokesman. This info comes from a newspaper clipping sent in by the very cooperative L.P. Cummings of Lancaster, Pa. The PC spokesman said his road must equip about 3400 locos, and nationwide the figure would be near 27,000. Electric power is not covered, of course. All of which adds more fuel to the growing electrification fire.

NEBRASKA'S new Great Plains Railway has relettered its ex-Colorado & Wyoming Baldwin VO-1000's and is rolling right along, with its northernmost 70 miles likely to be operating as you read this. A used bridge was purchased to replace a washed-out one. Ira P. Schreiber, the Great Plains' vice president, still runs the Ak-Sar-Ben Hobby Co. in Lincoln; it is solely scale N gage. There is quite some difference in size between tiny N and the real thing.

The Greatest Railroad in Nebraska, as it is called, has registered those initials, GRIN, as its official trademark.

NOW we hear from Ronald C. Kiser, 3118 N.W. 48th St., Oklahoma City, Okla. 73112. He says the P&LE switcher reported in our August issue as moving through Craig, Okla., was not destined for the Texas & New Orleans (SP) but the Texas, Oklahoma & Eastern, a 40-mile pike owned by the Weyerhauser Timber Co. The TO&E connects with the DeQueen & Eastern, another Weyerhauser line, and their units are used interchangeably.

Ron thinks the air foil ahead of the horns on the Long Island C-420, as pictured in August, might be to keep snow and ice out of the air horns in winter. Any other opinions?

LEHIGH & HUDSON RIVER RR, has sold three of its Alco C-420's. As mentioned in our August issue, 22 went to the Essex Terminal Ry, and was retrucked by MLW-Worthington. Both A.J. Tillotson, 3 Volger Dr., Park Ridge, N.J. 07656, and Ray Hakim, report that L&HR also has sold Nos. 25 and 26 to the British Columbia Railway. Mr. Tillotson thinks the L&HR sold the three units for needed cash, and although the L&HR president, W. Gifford Moore, says he will "fight on for the future." The L&HR is in trouble. As you know, it is a "bridge" road, with most traffic coming from other railroads, notably PC. The latter's recent rerouting of its freight has hurt L&HR badly. The short line still has six C-420's—five operating and one usually in the shops.

PAUL BAUMGARTNER, 315 John St., Clare, Mich. 48617, visited the Ann Arbor RR. ferry slips at Elberta, Mich., rode the carferry *Viking* over the beautiful but polluted blue water of Lake Michigan to Kewaunee, Wis., and recommends the ride to anyone passing that way. At Elberta he found Ann Arbor GP-35 No. 389 (on Alco trucks from FA's). Also a rare bird, Alco S-3 No. 6, and another Alco, R-S 2 No. 21. As we all know, the once-great Ann Arbor is bankrupt and is part of the Northeast Rail Plan, which means that it may not retain its identity much longer. Trackage is in bad shape, with 25 mph speed restriction said to be in force over the entire line except for stretches of 10 mph.

REFERRING to our item on the Penn Central bridge wreck in Cleveland, the alert M. Peacock, 404 Weadley Rd., King of Prussia, Pa. 19406, is correct in saying that a Bascule-type drawbridge pivots at the counterbalanced end and lifts in an arc, not vertically. To set the record straight, what the freight train hit was not a bascule, but a vertical-lift span. This type of bridge lifts both ends vertically at the same time. We wonder why it wasn't protected by a derail device, which might have lessened the wreck's tragic impact.

SMALLEST loco on the Amtrak roster is 7110, an Alco 1000-hp S-2 switcher bought from the U.S. Army Transportation Corps and keeping her old Army number. She switches in the Washington, D.C., coach yards.

SANTE FE'S smallest units are for sale by the Coronado Wrecking Co. of Albuquerque, N.M. These are two-foot-gage Whitcomb gas-mechanical units numbered 1 and 2, built in 1946 and '49 respectively. Both are 4-wheeler with double sets of couplers and pushing buffers on each end. They last worked at ATSF's Albuquerque tie-treating plant until 1970. Coronado wants $5,000 each for them.

According to Michael A. Beene, 1515 Copper Ave. N.E., Albuquerque 87106, a Santa Fe yard clerk, his railroad has some locos stored in the roundhouse there: 0-4-0, "Little Buttercup"; 2-6-2 (1010 of "Death Valley Scotty" fame); Alco "alligator" RSD-15 No. 9820; EMD NW-2 No. 2404; BLW DS-44-10; No. 2260; doodlebug M-190; FM H-12-44; No. 608 (was 508), and FM H-1244TS No. 543.

He says Santa Fe will store more units there, including both freight and passenger F-7's, 2-10-2 No. 5021 and 4-8-4 No. 2925, both steamers coming from Belen, N.M. (Belen, by the way, has gone back to using Alco S-2 switchers, thus freeing the GP-30's and GP-35's for road service. Is Santa Fe assembling a motive power museum? If so, they have come a long way. What a collection!

SOUTHERN PACIFIC'S motive power on order as of August included fifteen GE U-33C's, 27 SD-45T2's, three GP-40-2's, and seventy MP-15's. Delivery of the last SD-40T2's was made in July. Cotton Belt also will get 34 SD-45T2's.

AMONG the most interesting of all road-service diesel designs is the Alco DL-109. Otto Kuhler's unique styling of these knife-nosed units sets them apart from other locos. To some experts they were the "most beautiful" road diesel; to others, grotesque. Alco found them an economic failure, but the techniques tested in the DL-109's led to the great FA and PA designs in later years. To call the DL-109 a total flop is too severe.

Basically, the DL-109 was a 2000-hp road passenger unit, highly streamlined, using two turbocharged, air-cylinder, McIntosh & Seymour 539's on two Alco six-Wheel (A-1-A) four-motor trucks. They featured a sharply pointed nose, three-piece windshield, two sets of radiator shutters on each side, and six ornate windows in two three-window sets. Also a roof line cluttered with manually-operated air vents, two stacks, two large circular fans, and four inward-facing air scoops rounded and faired into the roof curve—plus minor variations, which we'll look at later.

The first unit in production was Rock Island 624, built in Dec. 1939, and so unlike all succeeding units that it should carry a different model number; "Dl-108" has been suggested. RI 624 had only one set of radiator shutters at its extreme rear, was longer, and had eight windows in two four-window sets. Interestingly, her air horns were hidden behind a grill between the windshields.

When delivered, she had no radiator shutters, a lack which was changed within a year. Rock Island obviously had temperature troubles with bare radiator cores. Internally, she was more electric than she was diesel, with electrically-driven auxiliaries (blowers, radiator cooling fans, two motor-driven air compressors), and her primary electrical system was 125 volts DC, as compared with the more common 74 volts DC. Car-body construction of RI 624 was unique, having a frame truss arrangement different from subsequent units, and the vertical side panel joints apparently are flush-riveted to internal battens. This is a costly method of construction (expensive to repair, too).

The two 539's in the RI 624 were placed closely together in the middle of the unit, with almost no balancing weight in either end, leading to frame stress problems. If running today, she'd be swaybacked, unless corrective action were taken. Water and oil piping was run the entire length of the unit from the rear radiator to both prime movers, and the flexing up and down of the unit caused by the weight distribution played havoc with it.

Also, in a choice piece of absurdity, the roof air scoops were built facing forward, obviously in the belief that the locomotive would always run

cab-first. Rock Island motive power men soon found that when the 624 was used as a trailing or middle unit, or backward, no air entered the scoops, wherefore, cooling suffered. So the scoops were changed to admit air in any direction and subsequent units were built with inward-facing scoops and large air intakes.

The production DL-109 was a vastly-improved version of RI 624. It has been suggested that the steam-oriented ideas at Alco gave way to the new thinking between these units. In fact, DL-109 was Alco's first venture in the road-unit field.

Seventy-three actual DL-109's were built, plus the single "pre-DL-109" we have mentioned. The four B units produced were called DL-110's. Their layout was identical, even the ornate windows; but of course they were cabless boosters. Period produced: 12/39 to 4/45.

Two different traction motors were available: GE 726 and GE 730. The former was intended for freight service (71:21 gearing) and the other motor for passenger (64:19 gear ratio). Top speed was rated at 80 miles per hour. The RI 624 and a 58:25 gear ratio with a GE 730 traction motor and could make 120 mph. The "freight service" traction motor option was interesting because of Alco's intent that the DL-10 serve as a "dual-service" machine (remember that from 4-8-4 days?). In practice, only the New Haven used DL-109's this way daily.

Seven customers owned DL-109's and DL-110's. The New Haven had the most, 60 units, in freight and passenger every day. A DL-109 set would make two massenger runs by day, then turn around and wheel two freights over the road at night. New Haven numbers were 0700-0759 (the "O" meant steam engines were alive when the DL-109's came). NH's first units were built in 12/41 and the final ones in 4/45, giving that road the last DL-109 built. After her 1957 retirement, No. 0716 was retained as a power plant, and as such lasted until Aug. 1969 as No. PP716, the last DL-109 left anywhere.

New Haven's units carried a single large headlight and were generally "stock" models. Later units lost the faired-in roof scoops and gained an extra car-body filter vent. There were at least three paint schemes — four if you count the awful orange that PP716 died with.

The Santa Fe owned a single DL-109 and a single DL-110, numbered 50 and 50-A respectively. Built in May 1941, both were scrapped in October 1960. ATSF added class to their units, using stainless-steel side panels and skirts; also the *Chief* paint scheme. The ATSF DL-109 No. 50 lost an ornamental window in the forward section, probably in deference to a paint stripe which would have bisected it. Units 50 and 50A were kept in passenger service, but as they aged they were assigned to less important trains.

Chicago & North Western owned a single DL-109, No 5007A. She was a stock model, built in Aug. 1941, scrapped in 1956. Her one apparent addition is a Mars light set in the nose below the headlight, and the C&NW "wings" paint scheme. She pulled passenger trains, mostly in Wisconsin and Upper Michigan.

The GM&O had three DL-109's and used them on the *Gulf Coast Rebels*. No. 270 was the first production of a DL-109 after the Rock Island's 624, built in Sept. 1940. No. 271 also was built in Sept. '40, with 272 coming in Feb. 1943. GM&O's distinctive units were delivered in red and silver, with the rear ends raised to match the following cars; but No. 272 came without this special feature. In later years they painted GM&O red and maroon. An interesting point was the nose styling. Two raised "cat's whiskers" flanked the headlight, while the nose letters "GM&O" were centered in a raised crest that radiated back toward the cab.

Milwaukee's two DL-109's came in Oct. 1941, fitted out for *Hiawatha* service but on the speedway could not hold their own against steam power—4-4-2's, 4-6-4's, and E-6's. They carried a Mars light set low, Milwaukee "wings," and later, in 1953 were given EMD-style "bulldog" noses while keeping their Alco machinery. They were delivered in Oct. '41 as Milwaukee 14A and 14B (1st) and they lasted in various passenger jobs (except the *Hiawatha*) until 1959.

Rock Island, which had bought the test-bed 624, described earlier, also had DL-109's numbered 621-623, delivered between Nov. 1940 and Nov. '41. These were stock models, with a Mars light set in a unique twin-casting, displaying also the "cat whiskers" found on the GM&O. The RI wanted those units for its prime trains, and they got raised aluminum letters under the cab; *"The Rocket."* All were delivered with the high-speed (120 mph) 58:25 gearing, but this was later changed. No. 621 became famous in the Chicago area after she had been re-engined with two EMD 12-567B 1000-hp engines in June 1953. This conversion changed her roof line radically and she became known as "Christine," after another famous conversion of that period. She worked in the commuter pool until

**A brand new model EM 50 Plasser-Theurer rail detector car on Union Pacific rails in North Platte, Neb., May, '73. Is it foreign-made?**

Jim Seacrest, 2101 N. Platte, Neb. 69101

the blow-torch demolished her at Silvis in 1968, the last DL-109 in revenue service, albeit with EMD engines. Nos. 622 and 623 were scrapped in 1963 by PECO, and 624 (the "DL-108") was cut up in 1950.

Southern was the only other buyer of the DL-110, having three of them to mate with their three DL-109's. Numbers were 2904 and 2954, 6400 and 6401 and 6425 and 6426, and 6400-series units being owned by subsidiary CNO&TP. Units came between Feb. '41 and Sept. '42; all were gone by 1960. They pulled Florida trains out of Cincinnati and the Bristol (Va)-Memphis Tennesseean. In 1950 the Norfolk & Western used them on its Lynchburg-Bristol leg of the *Tennessean* in place of coal-strike-bound 4-8-4 J's, thus raising eyebrows in steam-only territory. Southern featured a large Mars light set low. Everything else was stock, except for that wonderful Virginia green, white, and gold scheme.

It is interesting to note that most of the roads which owned DL-109's were loyal to Alco and also bought PA's in later years. The DL-109 just wasn't fast enough with the slow-rpm 539T prime mover. It was tough to maintain and brutal to trouble-shoot out on the road. Walking through an operating DL-109 at night was only slightly less dangerous than probing a mine field with a bayonet, with all the belt drives, manually-operated air vent handles, and oil and water pipes cluttering the floor. The shift to the simpler units of Post-War vintage spelled doom for these distinctive beasts. And it is to our lasting shame that none was saved, so that future railfans could see a truly "different" diesel.

AUGUST 28th issue of the *Atlanta Constitution* had a photo of a Southern cornfield meet at Newton, N.C., in which three crewmen were injured. No other details, except that the picture shows GP-38-s No. 5122 grotesquely sitting on top of GP-30 No. 2640... Continue sending diesel news to me at 821 Clearfield Lane, Cincinnati, Ohio 45240. ●

STEVE MAGUIRE'S

# TRANSIT TOPICS

ALONE passenger who resisted robbery on a New York subway train late one night was murdered. Most people don't like the idea of being robbed or murdered. So the Metropolitan Transportation Authority is doing something about it. MTA has ordered that the rear half of its subway cars be locked shut during the loneliest hours of night when the number of passengers is low and the crime rate relatively high. The only exceptions to this rule are the heavily-traveled trains.

Back in 1965, '66, and '67 the subway system kept closed the last two cars of each train late at night, but this protective measure was dropped because some passengers complained of overcrowding in the rest of the train. Since then the already high crime rate has continued to rise. During the first six months of this year it increased a terrifying 18 percent over the same period in 1973. So the city has gone back to sealing off the rear of late-night trains.

Aside from crimes of violence—as if they weren't bad enough!—morons are still daubing the subway cars with hideous grafitti. Maybe some psychologist can explain why practically none of it is pornographic. Anyhow, in an effort to reduce the defacement of its cars, MTA has begun to use well-trained police dogs. Two such powerful beasts are now covering the 20th Street and Jerome Avenue subway-car storage yards.

Although transit officials fear adverse publicity in the event that one of the dogs should bite a juvenile trespasser using a spray-gun, they feel that the public in general is sufficiently fed up with the horribly-painted equipment to support this move. Certainly, we of the *Railroad Magazine* staff wouldn't sob and wring our hands if the police dogs should tear into grafitti artists caught red-handed.

THE PARIS METRO likewise is difficult to guard. The French have six special-action police stations to answer appeals for help in combatting crime and violence on that subway system. Two years ago they answered 2000 such calls. Last year, 6000.

NAME-DROPPING. Homer L. Hathaway is the new manager of transit market development of Union Switch & Signal Division of WABCO. . . . A Gordon Kuhlbach has been promoted to the post of executive director of the Port Authority of New York and New Jersey. He had been acting executive director since August, 1973. Prior to that, he was executive vice president of the New Haven Railroad. . . . Toronto Transportation Commission has appointed Raymond F. Corley as superintendent of design in its Equipment Department. Ray was formerly with Canadian General Electric Co. His new job is rather unique, as TTC is planning new rail equipment for its subway and surface lines.

E. Jay Quinby, founder of the Electric Railroaders' Association and one of our *Interesting Railfans*, has been honored again, this time on August 17th in connection with ERA's 40th anniversary and his own 80th birthday. Jay's approach to life is so youthful that it's hard to believe he has racked up all those years. Some ERA men joined him and members of his family at a special dinner tendered to him at a famous old German restaurant, Luchow's, in downtown New York. They gave Jay an interurban car whistle mounted on a plaque with a gold-plated engraved inscription. Present were three transit executives who, long ago, had joined ERA as youths in short pants: Robert Korach of PATCO, Harold Geissenheimer of Port Authority of Allengheny County, and Raleigh D'Adama of the Metropolitan Transportation Authority.

PRELIMINARY plans for a $174 million rapid transit system to O'Hare Airport are announced by the City of Chicago. When completed, the new line is expected to feature a double-deck subway looping the busy air terminal. Thus Chicago would follow the lead of Cleveland, the nation's first city to have direct connection by rail from downtown to its airport. The line should be ready for use late in 1977, cutting down to 20 minutes the travel time (currently by auto) over that 18-mile route. This would be an extension of the Kennedy Expressway rapid transit line from its present terminal at Jefferson Park.

Two tracks would be built in the median strip of the Kennedy to its intersection with the Tri-State Tollway, where it would go underground and then resurface in the median of the airport access road. There the tracks would merge into a one-way single line and enter the lower level of the double-deck tunnel serving the O'Hare international and domestic terminals, as well as the O'Hare International Hotel.

For this service, 70 now rapid transit cars are expected to be built with

**Horsecar transit in Washington, D.C., in 1859. Who knows name of company? Metropolitan RR. Co. was chartered July 1, 1864, and opened in Jan. 1865.** Collection of Richard F. Dole, 492 Cottage Rd., S. Portland, Me. 04106

**"Diamant" underground station on Brussels outer ring where street car operation is to be on reserved location.**

Photo from Brussels Public Transport System, courtesy of Bernard L. Albert, M.D.

baggage compartments—a convenience not present on any Chicago Transit Authority cars now in service. A Chicagoan, the well-informed Steve Scalzo, sent us the news.

Also in that city, CTA is painting nine "L" loop stations in mod colors at a cost of $88,000 to brighten the 70-year-old drab gray and black structures. When the job is done in late fall, the buildings will flaunt triple tones of green, blue, yellow, or red. In addition, CTA is repainting all 15 of its rapid transit stations on the Kennedy and Dan Ryan routes. These are being cleaned and then redone in their original off-white.

If you need quick replies to questions about CTA's 132 bus and six rapid transit lines or the six commuter railroads and suburban bus systems in the area, call the travel information service recently installed by CTA. The Authority claims this service insures correct answers within ten seconds 90 percent of the time. To aid the Latin-American community five of the 27 "travel agents," as CTA refers to them, are bilingually Spanish.

BAY AREA RAPID TRANSIT trains began running September 14th on the Transbay rail link between Oakland and San Francisco through the long underwater tube, with regular service beginning two days later. Earlier, it had been announced that this would start September 9th. However, the company had forgotten it was a state holiday (Admission Day) and they'd be swamped by school kids as well as regular riders; so the date was postponed a week. So says Ralph Kerchum, 4350 Bridgeview, Oakland, Calif. 94602.

Meanwhile, BART is having a problem with some very minor slippages on the axles of its car wheels. Most wheels were found to have moved only about 110,000th of an inch. This was barely noticeable. The problem cropped up when one wheel moved 110th of an inch and another 116th. According to Harre W. Demoro, an *Oakland Tribune* staff writer and one of our *Interesting Railfans*, BART has checked 231 cars and found 71 has loose wheels. There is no danger of any falling off, however. The slippage does affect the bearings through which the axles turn at 80 miles per hour. So all BART cars are having their wheels repressed onto the ends of the axles at from 50 to 80 tons instead of the 35 tons applied to cars now in service. Of course, this will be done also to the last 100 cars ordered by BART for delivery next year.

ABANDONMENT of the Drake car line in Pittsburgh, Pa., originally set for October 1, has been delayed. That route will operate until final plans for the controversial Skybus project—which is supposed to use part of it—have been approved by Bethel Park, a municipality through which the buses would run. The residents of Bethel Park are presently opposed to Skybus. In an attempt to meet the objections, an alternate route has been offered, but Bethel Park is against Skybus by any route. The Pennsylvania Department of Transportation has denounced the proposed abandonment of the Castle Shannon trolley lines to make way for Skybus as premature, intolerable, and not in the public interest. This news comes from Donald K. Dlick of Oil City, Pa., and the old reliable Jim Cerny of Pittsburgh.

Early in September, Pittsburgh was the scene of a conference on urban transportation. One feature of this was an announcement by Walt Disney Productions that it would sell some of its people-moving technology to cities trying to ease their

traffic jams. The Disney outfit operates steam locomotives, monorail, horse-drawn streetcars, and other conveyances that carry millions of passengers each year at Disneyland in California and the Walt Disney World in Florida.

Whether the Disney engineers are any more successful than aerospace technologists and others who have stumbled on transit remains to be seen. One comment heard at the conference was: "Buck Rogers didn't work—maybe Mickey Mouse can."

According to Frank P. Stanek, director of research and planning for Disney's new Community Transportation Services division, it would not be difficult to transfer his company's experience in moving people around amusement parks to an urban environment, airports, or shopping centers.

Initially, he said, Disney would offer two products—an advanced monorail system like the one that carries passengers around Walt Disney World and an automated "people mover" using an advanced propulsion system called a linear induction motor, a quiet, low-pollution electric system that is being developed by a number of transit equipment manufacturers.

TORONTO Transportation Commission has not yet received the two additional Peter Witt cars for expanded *Tourtram* service that we forecast in a recent issue, writes R.F. Corley of Scarboro, Ontario. These cars are still in separate museums. The TTC approved the principle of adding such equipment to its sightseeing service, but negotiations with the museums are still in progress.

For more than 11 days during Toronto's recent transit strike, six ghostlike empty subway trains ran over the trackage around the clock, even through deserted stations, operated by about 30 supervisory workers. They kept the tracks clean and rust-free, ensured that the signal system was functioning properly, and served as a security patrol of tracks and stations.

"We did this," said Ross Kelly, director of TTC public relations, "to prevent any unnecessary delays in starting up again when the strike was settled."

A page 1 photo in *The Toronto Star* showed two pretty gals roller-skating their way to work (five miles). In the background are strike pickets and idled streetcars at the Queens Street yards.

Also in Canada, as part of Montreal's preparation for the 1976 Olympics, the city's Urban Community Transit Commission is extending its Metro subway that presently has 13.7 miles of track, reports Robert J. Swan, Long Beach, Calif. To date the system has cost $213 million. The additions will add 32.5 miles and 59 stations at an estimated cost of $630 million. The first new line, an extension of the east-west subway, will take the route nearly five miles farther east to serve the sprawling Olympic facilities.

Two of the line's stations will serve the Olympic site. The line is scheduled for completion in March, 1976, four months before the games, with all the extensions expected to be operating by December, 1978.

MOON DOG. In case you don't know what it is, read this bit from a story on the 96-mile Metro that is being built in Washington, D.C., as written by Edward C. Burks for *The New York Times:* "The moon dog—a lumbering, rubber-tired vehicle that vaguely resembles the Lunar rover, has been as busy as a bird dog during the summer's track-laying operations. The vehicle is truly the herald of the first smooth, quiet, high-speed, air-conditioned trains scheduled to make their debut next August."

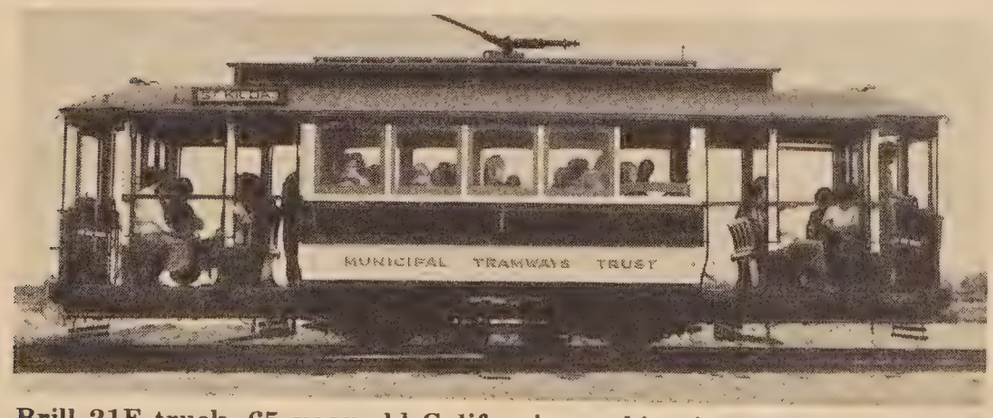
## New Electric Publications

CHICAGO SURFACE LINES: AN ILLUSTRATED HISTORY, by Alan R. Lind, 400 pages, 8½x11", in hard covers, is available at $17.50 from Transport History Press, P.O. Box 201, Park Forest, Ill. 60466. (Illinois residents add 88¢ tax).

Formed in 1914, Chicago Surface Lines was, at its peak, the world's largest street railway, having more cars, more miles of track, and more passengers than any other company! During the 1930s it carried more passengers each day than all the nation's railroads and airlines combined! No wonder a book of so many pages was necessary to present its story in text and 350 photographs. Although most of the book covers rail lines, there is also some coverage of the CSL buses and trolleybuses. Alan Lind concentrate on descriptions of the cars with accompanying pictures, besides going briefly into the history of each of the many railway routes, along with maps. Alan was fortunate to get many excellent photos from company sources and traction historians.

THE BOSTON GAME isn't a railway book; it's game played on a background board representing the Boston subway rapid transit and trolley routes. It is for 2 to 6 players of age 12 and over. Using the board through the toss of dice, you can take the subway to places of interest on the board, which is the official subway map, you can also change lines and let delays, mishaps, and repairs obstruct your opponent's progress, somewhat like the game of Monopoly. The new game is available at $8 at many stores and Emporium Publications, 28 Sackville St., Charlestown, Mass. 02129.

TWO SUPPLEMENTS have been issued to the *Trolleybus Data Book*, the complete alltime volume on trackless vehicles that our Sept. department mentioned. These are available to owners of the book who send in a large SSE. According to Harry R. Porter, 1042 Bardstown Rd., Louisville, Kr. 40204, at least 100 of the buyers of *Trolleybus Data Book* have failed so far to send the SSE for the corrections and additional info. ●




**Brill 21E truck, 65 year old California-combination car A-1, the first electric tram operated by the Municipal Tramways Trust, Adelaide, South Australia, is the star performer at the St. Kilda Museum, near Adelaide.**

Photograph by I.R. Hammond

**To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.**

# INFORMATION BOOTH

**ASK BARBARA:** Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.

**1 Are the U.S. railroads hit too hard by the inflation to spend much money this year on new plant and equipment?**

No, indeed. Haven't you been reading items on their huge new expenditures from time to time in our *Mail Car* section? The U.S. Dept. of Commerce forecasts that before the end of this year the railroads will have spent 30 percent more than they did in 1973 for such purposes.

**2 Who was Thomas Rogers?**

The engineer, and locomotive designer and builder who founded the Roger Locomotive Works at Paterson, N.J., in 1856. He had previously introduced the link motion (valve gear) in the U.S. in 1839 and was one of the first to apply balance weights for rotating parts of locomotives. In 1850 he had introduced the "wagon-top" or tapered boiler to give greater steam space over the firebox. This became a standard feature of early American engines. The Rogers Works lasted until 1901, producing about 6,300 steam locos before the expanding American Locomotive Co. absorbed it.

**3 I'm retiring soon from the Denver & Rio Grande Western. Does the provision eliminating the age reduction in annuities for male employes 60 years old, with 30 years of service apply to all retirees?**

No; this amendment benefits only those whose annuities began after June, 1974.

**4 Where is the world's largest railroad cantilever bridge?**

Over the St. Lawrence River at Quebec City in Canada, opened Dec. 3, 1917, by the then new Canadian National Railways. Its total length, 3,238 ft., includes a main span of 1800 ft. and shore spans of 562 ft. 6 in. The central span of 675 ft. is the second one built. The first collapsed, killing ten persons while it was being hoisted into place Sept. 11, 1916. To the best of our knowledge, it still lies on the river bottom. The first attempt to erect a bridge there, by the Phoenix Bridge Co. of Pennsylvania, had ended in disaster Aug. 29, 1907, when the south cantilever collapsed, killing 75 of the 86 men working on it.

**5 (a) Where did the first streetcars run in the U.S.? (b) Did New Orleans have one of the first street railways?**

(a) That point is controversial. A marker in City Hall Park, Scranton, Pa., claimed that America's first streetcar system built entirely for electric operation made its initial run Nov. 30, 1886, between central Scranton and the Green Ridge section. Will one of our Scranton readers please tell us if this marker is still standing?

(b) Yes, the New Orleans & Carrollton, which opened in 1835 to run about 8 miles between Baronne and Canal streets to Carrollton village. Its quaint charter provided that in case a majority of property owners along the line should consider the railroad a nuisance, they could serve 30 days notice to have the tracks removed and "the street put in the same order as it was before." (If any other railway charter had a similar provision, we don't know of it.) But by converting the muddy street into a fine cobble-stoned avenue, the company cleverly discounted the unfavorable clause. After 1845, steam "dummies" were used to haul the train from Carrollton to Tivoli Circle (Lee Circle), from which point horses completed the run to Canal Street. In 1894, when the line had been taken over by the public utility interests, electricity supplanted the old equipment.

**6 Does Europe have an automated railway? If not, when is it likely to have one?**

None at present, but probably by late next year. Trains will link Lille mainline station in France with a new town along the 8.5-kilometer concrete guideway, without crews, and the stations will be unmanned. Finland also is looking into automation. An experimental Metro train, which has been on trial for the past two years along a test track in Helsinki, the capital, allows for fully-automated operation.

**7 What was the Baltimore & Ohio's Royal Limited?**

Prior to Nov. 20, 1898, all B&O passenger runs to and from New York City were referred to as *Royal Blue* trains. On that date the all-Pullman *Royal Limited* began running between Washington and New York in five hours. In 1900 it acquired day coaches, but a year later it again became all-Pullman. In 1911 steel coaches were added, and in 1916 the name *Royal Limited* was dropped.

**8 Have you the words to "Ghost Town" by Blanche Mosier?**

Yes. Now living in Oklahoma City, Blanche was the daughter of a Rock Island engineer in steam days and has written some good fiction stories as well as poetry.

There is a ghost town where long miles
Of sand lie hot beneath the sun;
And off to westward, farther still,
Rims of encircling mountains run.
A cluster now of tumbling shacks,
Empty and dark, when dusk
falls down;
This was the glittering end of the track
When life ran high in Roaring Town.

Only the eerie sound of wind
Rattles the broken panes of glass;
And prowling coyotes bay at the moon,
While tumbling seasons come—
and pass.
And when, through here, the long
freights rolled,
The lusty men of a lusty crew
Whistled in, and then whistled out,
As engine crews are known to do.

And many a time the crew piled out
For whiskies straight in the
old saloon,
And found what poker was about,
Fleeced to the lilt of a merry tune.
There, lounging across the devil's bar,
Were ladies with eyes both shrewd
and cold,
But the painted lips could smile
and flirt,
And welcome the crew with the pay
car's gold.

Here, with how many a ribald jest
Have rafters rung. When it got too hot,
A man could tighten his belt and then
Try out his luck with a six-gun shot.
Bold laughter's but an echo dim,
Only the wind through each
gaping shack;
And people, stare from their
Pullmans now,
And if it's dusk they don't look back.

It's an empty place at the desert's edge,
Walls can hold ghosts when the night
comes down;

Like an old crew staggering down a street
Of the camp that was known as Roaring Town.

**9 Info, please, on Manchester, Dorset & Granville.**

Chartered in 1902 and projected to operate from Granville, N.Y., to Manchester, Vt., 23 miles, it was opened one year later and ran six miles, Manchester to Dorset, Vt. When abandoned long ago, it was all standard gage.

**10 Name the Santa Fe mainline divisions as of 1930.**

They had fourteen between Los Angeles and Chicago, namely: the L.A. Div., headquarters at San Bernardino; the Arizona, at Needles, Calif.; the Albuquerque, at Winslow, Ariz.; the New Mexico, at Las Vegas, Nev.; the Colorado, at Pueblo, Colo.; and the Western, at Dodge City, Kan. Trains running via the Southern district used the Pecos Div., headquartered at Clovis, N.M. There were also Plains Div., at Amarillo, Texas; and the Panhandle, at Wellington, Kan. For the rest of the distance into Chicago there were the Middle Div., at Newton, Kan.; the Eastern, at Emporia, Kan.; the Kansas City, at K.C., Mo.; the Missouri, at Marcelene, Mo., and the Illinois, at Chillicothe, Ill.

**11 Where did Western Maryland run its famous class J-1 4-8-4s?**

The Fast Freight Line's J-1s, 1401-1412, were used mostly in symbol freight service between Cumberland, Md., on the west, and Rutherford yards (East Harrisburg, Pa.,) on the east, with trackage rights over the Reading between Shippensburg and Rutherford. The big 4-6-6-4 M-2s, previously operated between Hagerstown and Connellsville, were eventually limited to heavier grades on the Cumberland to Connellsville run.

**12 Was there ever a South Dakota Central?**

Yes. Incorporated in 1902, it was opened in 1908 between Watertown and Sioux Falls, S.D., 103 miles. In 1912 it had 12 locos and 71 cars. Four years later it became the Watertown & Sioux Falls Ry. and in 1922 it was leased to the Great Northern.

**13 Which hauled its normal load faster, the Canadian Pacific 3000's, 4-4-4 type, or Canadian National's Hudson 5700s?**

We'd say the CPR locos. Their ratio of weight to t.f. was ten to one, against a little more than eight to one for the 4-6-4s. Moreover, the CPR locos carried less of their weight on the drivers. This indicated they had proportionally more power at high speed, and thus would haul their normal load at higher speed than the Hudsons.

**14 My wife was a Southern Ry. clerk. Under what circumstances can the husband of a retired female railroad employe qualify for a similar spouse benefit?**

He'd have to be dependent on her for more than half of his support at the time her retirement annuity begins.

**15 Any info on the Washington & Columbia River R.R.?**

Yes, indeed. It was chartered in 1892 to succeed the Oregon & Washington Territory, which had been built a few years previous, and ran between Pendleton, Ore., and Dayton, Wash. In 1907, when the Northern Pacific took it over, the short line had 7 locos, 6 passenger, and 57 other cars.

**16 Which part of Missouri Pacific was the old St. Louis, Iron Mountain & Southern?**

The St.LIM&S extended from St. Louis to Belmont, Mo., and from Bismark, Mo., to Texarkana, Ark. Including branches, it had 695 miles of trackage. A spur to the famous health resort of Hot Springs, Ark., made a lot of money from its passenger traffic. The Iron Mountain line was chartered in 1874 as a consolidation of the St. Louis & Iron Mountain, the Cairo, Arkansas & Texas, and the Cairo & Fulton, all of which had been organized in 1853. It had five-foot gage until 1879, when it was changed to standard. Meanwhile, the MoP, chartered in 1849 as the Pacific Railroad, was expanding rapidly and acquired a controlling interest in the St.LIM&S. In 1909 the two roads, then operating jointly under a double trademark, went into receivership. Eight years later they emerged as the present Missouri Pacific.

**17 You omitted several Pullman Cascade cars in a recently run series. What were they?**

This was inadvertently done. Add to our May '74 list: Elf, Faun, Forest, Gardens, Green, Hills, Lane, Mist, Moon, Pass, Rain, Canyon, Marble, Rainbow, Spray, Springs, Summit, Stream, Run, Whirl, Waves, Water, and Wonder. This makes 60 known Pullman Cascade series cars.

**18 Any 3-foot-gage railroads running in Calif., just before World War II?**

There were three. The Nevada County Narrow Gauge (Nevada City to Colfax, 20.7 miles); the Pacific Coast R.R. (Los Anamos to Port San Louis, 79 miles), and the Arcata & Mad River (Arcata to Korbel, 12.9 miles).

## Running Extra

Who has a book, history, or other info on the narrow-gage East Broad Top?—Gregory Shelly, 33 W. Seminary St., Mercersburg, Pa. 17236.

Do the unique architectural design of the MBTA Highland branch stations at Newton Centre and Newton Highlands, Mass., have the mark of Henry H. Richardson?—Emery Bass, 2247 N. Kedzie, Blvd., Chicago, Ill. 60647.

I have an old Dietz steel-clad railroad lantern marked "BT Co." Is this the Bush Terminal, or what?—Fred Wittich, 7202 Juniper Valley Rd., Middle Village, N.Y. 11379.

There seems to have been two Kansas City, Wyandotte & Northwestern roads. The one referred to in a recent issue was organized in 1885, while the other started in 1872. The dope that I have says the first KCW&N was to have been built along the Missouri River to the Nebraska state line; but due to lack of cash, the route was changed to Independence and Lexington, Mo. The company was reorganized as the Kansas City & Eastern. Later Jay Gould bought the line and leased it to the Missouri Pacific. The 1885 KCW&N later became the Kansas City Northwestern. On Jan. 18, 1910, it became part of MP and so remained until it was abandoned about 1918.—Howard Brown, 194 14th St., Osawatomie, Kan. 66064.

Is Illinois Central Gulf retaining any of the F units acquired in the merger with GM&O? If they are kept, will they wear orange and white?—Sam Richards, 3835 S. 7th W, Missoula, Mont.

What were the advantages of the Norfolk & Western 2-8-8-2s, Union

Pacific Big Boys, and Pennsy 0-8-8-0s?—H.L. Newman (ex-CGW fireman), Box 8052, Longview, Texas 75601.

I want pre-Amtrak Penn Central timetables, except for East/West and through trains south.—Andrew Ludasi, 4603 Michel-Bibaud, Montreal, Que. H3W 2E1, Canada.

I'm looking for a list of all railroads and their initials as of 1950.—Oliver Wagner, Sr., 3113 N. 3rd St., Harrisburg, Pa. 17110.

How many steam locos were built by Lima, Baldwin, and Alco? Did anyone ever cover this in a book or magazine?—Kenneth Carl Pugh, 27935 Baseline, Highland, Calif. 92346.

Who can tell me how boosters worked on steam locos?—Stephen Parsons, Lyme, N.H. 03768.

Info and pix wanted on history of railroads in Michigan's Upper Peninsula, statewide interurbans, and Grand Trunk Ry.—Tom Roberts, 97 N. 31st., Battle Creek, Mich. 49015.

Anyone have pix showing southbound Espee *Owl* on Dec. 16, 1931, with big name movie stars aboard? They left the train at Los Angeles on their way to opening day ceremonies for a new Hollywood movie theater. They were full of praise for the dining car cuisine and talked with reporters more about the train than they did about the movie industry, or their own careers.—James Armstrong, 2127 California St., N.W., Washington, D.C. 20008.

Did the Cincinnati Lebanon Northern, known as the Pennsylvania Short Line, ever extend beyond Dayton, Ohio?—Edgar Banks, P.O. General Delivery, Madeira Beach, Fla. 33708.

Regarding a question in your March '74 issue, the Wurttembergische Staatsbahn, encouraged by the success of the Austrian 2-12-0's, ordered some of their own from Maschinenfabrik Esslingen. The first of 44 was built in 1917, the last in 1924. They were used on the Geislinger Steige and Schwarzwaldbahn. Some went to Austria, Hungary, and Yugoslavia. All were retired by 1953.—Bruce Tiffany, Houghton College, Houghton, N.Y. 14744.

I have a dozen 1931 date nails in good shape. No idea what railroad they came from. Anyone interested? —Erwin Buchanan, 1006 Popular St., Mt. Carmel, Ill. 62863.

Info wanted on my bell. It was made by Hammett Co., Troy, N.Y.; number cast inside is 12571; number stamped on outside, 1117; and air clapper patented 1924. The neck of the bell is broken and the cradle is welded together, indicating it might have been on a loco in a wreck. It was bought between 1962 and '64 from a Houston, Texas scrap dealer.—Jim Thomas, 1626 Ara St., Norfolk, Va. 23503.

I want weight, steam pressure, size of drivers, tractive effort, cylinder dimensions, and other data on Erie's Triplex 2-8-8-8-2 *Matt Shay*. —M.J. Larkin, Colonial Mutual Life Assurance Society Ltd., Box 73, Cape Town 8000, South Africa.

How do I get to the Sandy Pond & Ontario R.R. in upstate New York? Any info on this line?—David Elg, New York Ave., Congers, N.Y. 10920.

Material needed on Middletown & State Line R.R., which took over the Louisville, Cincinnati & Dayton in 1886. This later became the Cincinnati & Dayton, and then part of the CH&D.—Eldon Neff, 1515 Maryland Ave., Springfield, Ohio. •

**Artists's impression of the successfully-staged tests of 1887 at Burlington, Iowa, during which the air brake proved superior to all other methods of stopping passenger and freight trains.**

**Two Louisville & Nashville GP-30's overshadow an Alco FA-2 at left showing road's new gray-yellow color scheme.**
SCL/L&N The Family Lines System

# Louisville & Nashville Railroad

## Locomotive Roster Compiled by Sy Reich

| Railroad Class | Road Numbers | HP | Builder | Builder's Model | Wheel Arngt. | Tractive Effort | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|---|
| S1 | 10 | 660 | Alco | HH 660 | B-B | 50,450 | 201,800 | 1939 | 1 |
| S30 | 11 (1st) | 600 | GM-EMC | SW1 | B-B | 50,850 | 203,400 | 1939 | 1 |
| S30 | 11 (2nd) | 600 | GM-EMD | SW1 | B-B | 49,425 | 197,700 | 1941 | 8 |
| S30 | 12-15 | 600 | GM-EMD | SW1 | B-B | 49.425 | 194,000 | 1941 | 2 |
| S2 | 16-17 | 660 | Alco-GE | S1 | B-B | 49,500 | 198,000 | 1941 | 6, 72 |
| S2 | 18-19 | 660 | Alco-GE | S1 | B-B | 49,500 | 198,000 | 1941 | 1 |
| S70 | 20-23 | 660 | Baldwin | VO 660 | B-B | 48,950 | 195,800 | 1941 | 4 |
| S2 | 24-26 | 660 | Alco-GE | S1 | B-B | 49,500 | 198,000 | 1945 | 1, 3 |
| S2 | 27-29 | 660 | Alco-GE | S1 | B-B | 49,500 | 198,000 | 1945 | 1, 4, 10 |
| S2 | 30-31 | 660 | Alco-GE | S1 | B-B | 49,500 | 198,000 | 1941 | 1, 11 |
| S2 | 32-33 | 660 | Alco-GE | S1 | B-B | 49,500 | 198,000 | 1946 | 1, 6, 11 |
| S2 | 34-37 | 660 | Alco-GE | S1 | B-B | 49,500 | 198,000 | 1945 | 1, 10, 73 |
| S2 | 38-40 | 660 | Alco-GE | S1 | B-B | 49,500 | 198,000 | 1946 | 1, 10 |
| S2 | 41-42 | 660 | Alco-GE | S1 | B-B | 49,500 | 198,000 | 1946 | 1 |
| S2 | 43-46 | 660 | Alco-GE | S1 | B-B | 49,500 | 198,000 | 1946 | 1, 3 |
| S2 | 47 | 660 | Alco-GE | S1 | B-B | 49,500 | 198,000 | 1949 | 1 |
| S2 | 48-51 | 660 | Alco-GE | S1 | B-B | 49,500 | 198,000 | 1949 | 1, 6, 10 |
| S2 | 52-56 | 660 | Alco-GE | S1 | B-B | 49,500 | 198,000 | 1949 | 1,k 3, 10, 72 |
| S2 | 57-60 | 660 | Alcp-GE | S1 | B-B | 49,500 | 198,000 | 1949 | 3, 4, 10, 74 |
| S2 | 61-66 | 660 | Alco-GE | S1 | B-B | 49,500 | 198,000 | 1950 | 1, 3, 10 |
| S2 | 67-68 | 660 | Alco-GE | S1 | B-B | 49,500 | 198,000 | 1950 | 1, 10 |
| S2 | 69-75 | 660 | Alco-GE | S3 | B-B | 49,500 | 198,000 | 1953 | 1, 75 |
| S3M | 98 | 600 | GE | 70 ton | B-B | 34,750. | 139,000 | 1948 | 12 |
| S3 | 99 | 600 | GE | 70 ton | B-B | 34,750 | 139,000 | 1949 | 76 |
| RS3 | 100-103; 104 (1st); 105-109 | 1600 | Alco-GE | RS-3 | B-B | 64,625 | 258,500 | 1951 | 1, 5, 6 |
| RS3 | 104 (2nd) | 1500 | Alco-GE | RS-2 | B-B | 58,450 | 233,800 | 1947 | 6, 13 |
| RS3 | 110-113 | 1600 | Alco-GE | RS-3 | B-B | 64,625 | 258,500 | 1952 | 1, 6, 77 |
| RS3 | 114-117 | 1600 | Alco-GE | RS-3 | B-B | 64,625 | 258,500 | 1953 | 1 |
| RS3 | 118-123 | 1600 | Alco-GE | RS-3 | B-B | 64,625 | 258,500 | 1953 | 1, 77 |
| RS3 | 124-146; 147 (1st); 148-149 | 1600 | Alco-GE | RS-3 | B-B | 64-625 | 258,500 | 1954 | 1, 5, 72, 77 |
| RS3 | 147 (2nd) | 1600 | Alco-GE | RS-3 | B-B | 64,625 | 258,500 | 1956 | 6, 14 |
| RS3 | 150-151 | 1600 | Alco-GE | RS-3 | B-B | 64,625 | 258,500 | 1953 | 1, 6 |
| RS3 | 152-154 | 1600 | Alco-GE | RS-3 | B-B | 64,625 | 258,500 | 1953 | 1, 6 |
| RS3 | 155-168 | 1600 | Alco-GE | RS-3 | B-B | 64,625 | 258,500 | 1954 | 1, 15, 77 |
| RS3 | 169 | 1600 | Alco | RS-3 | B-B | 64,625 | 258,500 | 1956 | 16 |
| RS3 | 170;171 (1st); 172-175 | 1600 | Alco-GE | RS-3 | B-B | 64,625 | 258,500 | 1953 | 1, 5, 77 |
| RS3 | 171 (2nd) | 1600 | Alco | RS-3 | B-B | 64-625 | 258,500 | 1956 | 1, 17 |
| RS3 | 176-179 | 1600 | Alco-GE | RS-3 | B-B | 64,625 | 258,500 | 1955 | 1 |
| RS3 | 180-194 | 1600 | Alco-GE | RS-3 | B-B | 64,625 | 258,500 | 1955 | 1, 18, 6, 72, 77 |
| RS3 | 195-199 | 1600 | Alco | RS-3 | B-B | 64,625 | 258,500 | 1956 | 1, 6, 19 |
| FB2 | 200-202 | 1600 | Alco-GE | FB-2 | B-B | 59,950 | 239,800 | 1952 | 5, 6 |
| FB2 | 203-209 | 1600 | Alco-GE | FB-2 | B-B | 59,950 | 239,800 | 1953 | 20 |
| FB2 | 210-211 | 1600 | Alco | FB-2 | B-B | 59,950 | 239,800 | 1956 | 21 |
| FB2 | 212-213 | 1600 | Alco-GE | FB-2 | B-B | 59,950 | 239,800 | 1954 | 22 |
| RS3 | 214-224 | 1600 | Alco-GE | RS-3 | B-B | 64,625 | 258,500 | 1955 | 1, 18 |
| RS3 | 230-243 | 1600 | Alco-GE | RS-3 | B-B | 64,625 | 258,500 | 1954 | 15 |
| RS3 | 244-247; 248-250 (1st); 251-252 | 1600 | Alco | RS-3 | B-B | 64,625 | 258,500 | 1956 | 1, 14, 19 |
| RS3 | 248 (2nd) | 1600 | Alco-GE | RS-3 | B-B | 61,750 | 247,000 | 1951 | 99, 106 |
| RS3 | 249 (2nd) | 1600 | Alco-GE | RS-3 | B-B | 61,750 | 247,000 | 1951 | 99 |
| RS3 | 250 (2nd) | 1600 | Alco-GE | RS-3 | B-B | 61,750 | 247,000 | 1951 | 1, 99 |
| RS3 | 253-255 | 1600 | Alco | RS-3 | B-B | 64,625 | 258,500 | 1956 | 5, 16, 17 |
| RS3 | 256 | 1600 | Alco-GE | RS-3 | B-B | 62,250 | 248,000 | 1950 | 4, 23 |
| RS3 | 257 | 1600 | Alco-GE | RS-3 | B-B | 62,250 | 248,000 | 1951 | 4, 23 |
| RS3 | 258;259 (1st); 260 | 1600 | Alco-GE | RS-3 | B-B | 62,250 | 248,000 | 1951-2 | 4, 6, 23 |

## L&N Roster Notes

Roster is based on data from L&N's public relations associate, South Carolina Public Railways Commission's Supt., Hercules' supervising engineer, National Railroad Passenger Corporations' chief mechanical officer, Louis Dreyfus' plant manager, Transportation Services' president, George R. Silcott, B&H's vice pres., and M.D. Friedman Co. It is accurate as of January 29, 1974.

Locomotive builders: Alco, American Locomotive Co.; GM-EMC, General Motors-Electro Motive Corp.; General Beneral Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric Co.; GE, General Electric Co.; Alco Pr., Alco Products; and RSC, Railway Supply Co.

These units are still on the roster; 12, 28, 34, 37, 39, 48, 50, 53, 60, 62, 67, 98, 100, 105, 110, 116-117, 120, 122-124, 126, 130, 132, 137, 142-144, 146, 155, 158, 161, 166, 169, 176, 178-179, 189, 190, 192, 198; 249 (2nd); 259 (2nd); 388-395 (2nd); 396-421; 422-423 (2nd). Also 424-436; 437 (2nd); 438-440; 441-447 (2nd); 450;464 (2nd); 465-466; 470-472; 474-495; 501-510 (2nd); 511; 513; 515-534; 540-545; 550-552 (2nd0; 554 (2nd); 558; 577-578; 612; 615; 654; 690; 693; 702 (2nd); 720 (2nd); 803 (2nd); 808 (2nd); 811 (2nd); 822; 825; 829-830; 831 (2nd); 844; 851-853; 861; 863; 900-904 (2nd); 910-914 (2nd); 1000-1060; 1100-1128; 1200-1214; 1215 (2nd); 1216-1220; 1221 (2nd); 1222-1258; 1300-1335; 1350. Also 1400-1406; 1408-1410; 1412-1414; 1425-1427; 1429-1432; 1470-1524; (2nd); (2nd; 1527-1541; 1543-1582; 1600-1626; 2000-2001 (2nd); 2025; 2050-2077; 2160-2162; 2169; 2202-2210 (2nd); 2211-2219; 2221-2232 (2nd); 2233-2238; 2240 (2nd); 2245-2299; 2301; 2305-2306; 2309-2310; 2320-2322; 2326-2327; 2329; 2331; 2350; 2352; 2354-2357; 2361; 2364; 2366-2367; 2369-2371; 2373-2376; 2380; 2500-2501 (2nd); 2502-2509; 2700-2752; 3000-3029; 4000-4144; 5000-5029.

Here are the numbered notes:

(1) These were retired; most were scrapped: 10, 11 (1st); 18-19, 25, 29, 31, 33, 35, 38, 40-44, 46-47, 51, 61, 63-65, 68-70, 72-74, 101-103, 107, 109, 112, 114-115, 118-119, 127-129, 131, 133-136, 139-141, 145, 148-150, 152-153, 156-157, 159-160, 163-165, 168, 171 (2nd), 172-175, 177, 181-182, 193, 195, 197, 208, 218, 244, 246, 250 (1st), 250 (2nd), 302, 311, 313, 316, 318, 320, 353-354, 357, 367, 392-395 (1st), 553 (2nd), 556-557, 576, 614, 621, 656-657, 662, 666-667, 669, 672 (2nd), 675, 692, 694-695, 697.

Also 705-710, 712-713, 716, 724-725, 750, 752, 755, 761, 771-772, 775, 779-781, 783, 790-791, 793, 798-799, 815 (1st), 816, 817 (1st), 804 (2nd), 807 (2nd), 810 (2nd), 812 (2nd), 814 (2nd), 817 (2nd), 819 (2nd), 823 (2nd), 826, 828, 832-834, 836, 839, 842-843, 845, 849-850, 854-858, 860, 911 (1st), 1215 (1st), 1407, 1411, 1428, 1526, 1542, 1817, 1821, 2151, 2155, 2300 (2nd), 2307-2308, 2311, 2323-2325, 2328, 2330, 2332, 2351, 2353, 2358-2360, 2362-2363, 2365, 2368, 2372. Parts from 147 (1st), 218, 246, 250 traded to GE for new power.

(2) 13 was sold to Louis Dreyfus Corp., renumbered 3. 14 was sold to Hyman-Michaels, then to Hercules, Inc., renumbered 68 (1968). 15 was sold to Lone Star Coal Co., renumbered 15.

(3) These units were sold to Hyman-Michaels: 24, 26, 45, 55-57, 66, 2104-2107 (2nd). Hyman-Michaels sold 2105 (2nd) to Birmingham Rail & Locomotive, which then sold it to Cotton Producer's Asso. (1968).

(4) These units were sold to GM-EMD in trade for new power: 20-23, 27, 58, 256-258, 262 (1st), 300, 303, 333 (1st), 350-351, 355-356, 358-363, 366, 369, 383-385, 389 (1st), 391 (1st), 555, 575, 600, 602-603, 605-610, 613, 616-617, 619, 620, 650, 658, 660-661, 663-665, 668, 670-671 (2nd), 673-674, 676-677, 691, 696, 698, 699, 700-702 (1st), 730, 711, 714-715, 721-722, 747-749, 753, 785-786, 796-797.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| RS3 | 259 (2nd) | 1600 | Alco-GE | RS-3 | B-B | 61,750 | 247,000 | 1956 | 100 |
| RS3 | 261-264 (1st) | 1600 | Alco-GE | RS-3 | B-B | 62,250 | 248,000 | 1952 | 4, 6, 23 |
| RS3 | 265 (1st) | 1500 | Alco-GE | RS-2 | B-B | 62,300 | 249,000 | 1949 | 6, 24 |
| RS3 | 266-267 (1st) | 1500 | Alco-GE | RS-2 | B-B | 62,300 | 249,600 | 1949 | 6, 24 |
| RS3 | 268 (1st) | 1500 | Alco-GE | RS-2 | B-B | 62,300 | 249,600 | 1949 | 6, 24 |
| RS3 | 260 (2nd) | 1500 | Alco-GE | RS-2 | B-B | 34,000 | 238,000 | 1947 | 105 |
| RS3 | 261-262 (2nd) | 1500 | Alco-GE | RS-2 | B-B | 34,000 | 238,000 | 1947 | 105 |
| RS3 | 263 (2nd) | 1500 | Alco-GE | RS-2 | B-B | 34,000 | 238,000 | 1947 | 105 |
| RS3 | 264-266 (2nd) | 1500 | Alco-GE | RS-2 | B-B | 34,000 | 238,000 | 1947 | 105 |
| RS3 | 267 (2nd) | 1500 | Alco-GE | RS-2 | B-B | 34,000 | 238,000 | 1947 | 105 |
| RS3 | 268 (2nd) | 1500 | Alco-GE | RS-2 | B-B | 34,000 | 238,000 | 1947 | 105 |
| RS3 | 269 | 1500 | Alco-GE | RS-2 | B-B | 62,300 | 249,600 | 1949 | 6, 24 |
| RS3 | 270-271 | 1500 | Alco-GE | RS-2 | B-B | 62,300 | 249,600 | 1949 | 6, 24 |
| FA2 | 300-305 | 1600 | Alco-GE | FA-2 | B-B | 60,875 | 243,500 | 1952 | 4, 5, 6 |
| FA2 | 306-207 | 1600 | Alco-GE | FA-2 | B-B | 60,875 | 243,500 | 1953 | 5, 72 |
| FA2 | 308-310 | 1600 | Alco | FA-2 | B-B | 60,875 | 243,500 | 1956 | 1, 78 |
| FA2 | 311-315 | 1600 | Alco | FA-2 | B-B | 60,875 | 243,500 | 1956 | 1, 5, 78 |
| FA2 | 316-318; 319 (1st); 320-321 | 1600 | Alco | FA-2 | B-B | 60,875 | 243,500 | 1956 | 1, 72, 78 |
| FA1 | 319 (2nd) | 1500 | Alco-GE | FA-1 | B-B | ? | ? | 1949 | 72, 79 |
| FB2 | 327-328 | 1500 | Alco-GE | FB-1 | B-B | 56,875 | 227,500 | 1948 | 5, 26 |
| FB2 | 329 | 1500 | Alco-GE | FB-1 | B-B | 56,875 | 227,500 | 1949 | 5, 26 |
| FB2 | 330-331 | 1600 | Alco-GE | FB-2 | B-B | 59,950 | 239,800 | 1954 | 22 |
| FA2 | 332;333 (1st) | 1500 | Alco-GE | FA-1 | B-B | 59,500 | 238,000 | 1948 | 4, 5, 27 |
| FA2 | 333 (2nd) | 1500 | Alco-GE | FA-1 | B-B | ? | ? | 1949 | 79 |
| FA2 | 334-337 | 1500 | Alco-GE | FA-1 | B-B | 59,500 | 238,000 | 1948 | 5, 6, 27 |
| FA2 | 338-340 | 1500 | Alco-GE | FA-1 | B-B | 59,500 | 238,000 | 1948 | 5, 6, 27 |
| FA2 | 341 | 1500 | Alco-GE | FA-1 | B-B | 50,780 | 235,000 | 1949 | 5, 27 |
| FA2 | 350-269 | 1600 | Alco-GE | FA-2 | B-B | 63,825 | 255,300 | 1952 | 1, 4, 5, 6 |
| FA2 | 383-384 | 1600 | Alco-GE | FA-2 | B-B | 63,825 | 255,300 | 1953 | 6 |
| FB2 | 385-387; 388-391 (1st) | 1600 | Alco-GE | FB-2 | B-B | 59,950 | 239,800 | 1953 | 1, 4, 6, 20 |
| FB2 | 392-393 (1st) | 1600 | Alco-GE | FB2 | B-B | 59,950 | 239,800 | 1954 | 1, 22 |
| FB2 | 394-395 (1st) | 1600 | Alco | FB-2 | B-B | 59,950 | 239,800 | 1956 | 1, 21, 25 |
| GP7 | 388-395 (2nd);396 | 1500 | GM-EMD | GP7 | B-B | 65,750 | 263,000 | 1950 | 81 |
| GP7 | 397-399 | 1500 | GM-EMD | GP7 | B-B | 65,750 | 263,000 | 1950 | 82 |
| GP7 | 400-407 | 1500 | GM-EMD | GP7 | B-B | 59,075 | 236,300 | 1951 | |
| GP7 | 408-409 | 1500 | GM-EMD | GP7 | B-B | 50,075 | 236,300 | 1952 | |
| GP7 | 410-421 | 1500 | GM-EMD | GP7 | B-B | 59,075 | 236,300 | 1952 | 28 |
| GP7 | 422-423 (1st); 424-436; 437 (1st); 438-440 | 1500 | GM-EMD | GP7 | B-B | 59,075 | 236,300 | 1953 | 29 |
| GP7 | 422 (2nd) | 1500 | GM-EMD | GP7 | B-B | 62,930 | 251,720 | 1952 | 30 |
| GP7 | 423,437 (2nd) | 1500 | GM-EMD | GP7 | B-B | 62,930 | 251,720 | 1953 | 30 |
| E6 | 450A,B-475A, | B2000 | GM-EMD | E6A | A1A-A1A | 52,740 | 313,000 | 1942 | 98 |
| E7 | 458A,B-461A, | B2000 | GM-EMD | E7A | A1A-A1A | 53,140 | 315,370 | 1945 | 98 |
| GP9 | 441-447 (1st) | 1750 | GM-EMD | GP9 | B-B | 62,000 | 248,000 | 1954 | 31 |
| GP9 | 448,449; 450-457 (1st) | 1750 | GM-EMD | GP9 | B-B | 64,125 | 256,500 | 1956 | 31 |
| GP9 | 458-459 (1st) | 1750 | GM-EMD | GP9 | B-B | 64,125 | 256,500 | 1956 | 31 |
| GP18 | 460-464 (1st) | 1800 | GM-EMD | GP18 | B-B | 61,580 | 246,325 | 1960 | 32 |
| GP7 | 441-444 (2nd) | 1500 | GM-EMD | GP7 | B-B | 62,930 | 251,720 | 1953 | 33 |
| GP7 | 445-447 (2nd) | 1500 | GM-EMD | GP7 | B-B | 62,930 | 251,720 | 1953 | 34 |
| GP7 | 450-455 (2nd) | 1500 | GM-EMD | GP7 | B-B | 62,930 | 251,720 | 1951 | 33 |
| GP7 | 456-464 (2nd) 465 | 1500 | GM-EMD | GP7 | B-B | 60,500 | 241,930 | 1951 | 35 |
| GP7 | 466 | 1500 | GM-EMD | GP7 | B-B | 60,500 | 241,390 | 1951 | 36 |
| GP7 | 470-472 | 1500 | GM-EMD | GP7 | B-B | 60,500 | 241,990 | 1952 | 37 |
| GP7 | 474-486 | 1500 | GM-EMD | GP7 | B-B | 60,500 | 241,990 | 1950 | 37 |
| GP7 | 487-489 | 1500 | GM-EMD | GP7 | B-B | 62,075 | 248,300 | 1950 | 37 |
| GP7N | 490-495 | 1500 | GM-EMD | GP7 | B-B | 59,200 | 236,800 | 1950 | 37 |
| GP7 | 500; 501-505 (1st) | 1500 | GM-EMD | GP7 | B-B | 63,325 | 253,300 | 1951 | 28, 33 |
| GP7 | 506 (1st) | 1500 | GM-EMD | GP7 | B-B | 63,325 | 253,300 | 1952 | 33 |
| GP7 | 507-510 (1st); 511-514 | 1500 | GM-EMD | GP7 | B-B | 63,325 | 253,300 | 1953 | 28, 33, 72 |
| GP9 | 501-507 (2nd) | 1750 | GM-¼MD | GP9 | B-B | 62,000 | 248,000 | 1954 | 31 |
| GP9 | 508-510 (2nd) | 1750 | GM-EMD | GP9 | B-B | 61,750 | 247,000 | 1953 | 29 |
| GP9 | 515-522 | 1750 | GM-EMD | GP9 | B-B | 63,325 | 253,300 | 1956 | |
| GP9 | 523-532 | 1750 | GM-EMD | GP9 | B-B | 64,125 | 256,500 | 1956 | 31 |
| GP9 | 533-534 | 1750 | GM-EMD | GP9 | B-B | 64,125 | 256,500 | 1956 | 31 |
| GP9 | 540-541 | 1750 | GM-EMD | GP9 | B-B | 63,325 | 253,300 | 1957 | 38 |
| GP9 | 542-545 | 1750 | GM-EMD | GP9 | B-B | 61,500 | 246,000 | 1957 | 102 |
| GP7 | 550-552 (1st) | 1500 | GM-EMD | GP7 | B-B | 63,325 | 253,300 | 1953 | 34 |
| GP9 | 553-554 (1st) | 1750 | GM-EMD | GP9 | B-B | 63,325 | 253,300 | 1957 | 38 |
| F9A | 550 (2nd) | 1750 | GM-EMD | F9A | B-B | 58,500 | 234,000 | 1950 | 39 |
| F9A | 551-554 (2nd); 555-558 | 1750 | GM-EMD | F9A | B-B | 58,500 | 234,000 | 1956 | 1, 4, 40 |
| F9B | 575-578 | 1750 | GM-EMD | F9B | B-B | 58,400 | 233,600 | 1956 | 1, , 41 |
| EP7A | 600-621 | 1500 | GM-EMD | FP7A | B-B | 64,000 | 256,000 | 1951 | 1, 4, 42, 72 |
| EP7A | 650-662 | 1500 | GM-EMD | FP7A | B-B | 64,000 | 256,000 | 1951 | 1, 4, 42, 72 |
| FP7A | 663-669; 670-672 (1st) | 1500 | GM-EMD | FP7A | B-B | 64,000 | 256,000 | 1951-2 | 1, 4, 42 |
| FP7A | 670-672 (2nd); 673-677 | 1500 | GM-EMD | FP7A | B-B | 64,145 | 256,500 | 1949 | 1, 4, 103 |
| FP7A | 690-692 | 1500 | GM-EMD | FP7A | B-B | 64,000 | 256,000 | 1951 | 1, 4, 42 |
| FP7A | 693-696 | 1500 | GM-EMD | FP7A | B-B | 64,000 | 256,000 | 1951 | 1, 4, 42 |
| FP7A | 697-699 | 1500 | GM-EMD | FP7A | B-B | 64,000 | 256,000 | 1952 | 1, 4, 42 |
| F7B | 700-702 (1st) | 1500 | GM-EMD | F7B | B-B | 57,500 | 230,000 | 1950 | 4 |
| F7B | 700-701 (2nd) | 1500 | GM-EMD | F7B | B-B | 61,250 | 245,000 | 1949 | 43 |
| F7B | 702 (2nd) | 1500 | GM-EMD | F7B | B-B | 61,250 | 245,000 | 1948 | 44 |
| F7B | 703-712 | 1500 | GM-EMD | F7B | B-B | 57,875 | 231,500 | 1951 | 1, 4, 83 |
| F7B | 713-716 | 1500 | GM-EMD | F7B | B-B | 57,875 | 231,500 | 1953 | 1, 4 |
| F9B | 717-719; 720 (1st) | 1750 | GM-EMD | F9B | B-B | 58,400 | 233,600 | 1956 | 41 |
| F7B | 720 (2nd); 721-722 | 1500 | GM-EMD | F7B | B-B | 61,250 | 245,000 | 1950 | 4, 45 |
| FP7B | 723 | 1500 | GM-EMD | F7B | B-B | 61,250 | 245,000 | 1950 | 45, 53 |
| F7B | 724-725 | 1500 | GM-EMD | F7B | B-B | 61,250 | 245,000 | 1949 | 1, 43 |
| F7B | 747-749 | 1500 | GM-EMD | F3B | B-B | 57,500 | 230,000 | 1948 | 4, 46 |
| E6 | 750-757 | 2000 | GM-EMD | E6A | A1A-A1A | 52,740 | 313,000 | 1942 | 1, 6, 4, 72, 98 |
| E7 | 758-761 | 2000 | GM-EMD | E7A | A1A-A1A | 53,140 | 315,370 | 1945 | 1, 72, 98 |
| E6 | 770-777 | 2000 | GM-EMD | E6A | A1A-A1A | 52,740 | 313,000 | 1942 | 1, 72, 84, 98 |
| E7 | 778-781 | 2000 | GM-EMD | E7A | A1A-A1A | 53,140 | 315,370 | 1945 | 1, 7, 98 |
| E7 | 782-784 | 2000 | GM-EMD | E7A | A1A-A1A | 53,140 | 315,370 | 1947 | 1, 47, 72 |
| E8 | 785-788 | 2250 | GM-EMD | E8A | A1A-A1A | 55,540 | 333,250 | 1950 | 4, 47, 85 |
| E7 | 790-793 | 2000 | GM-EMD | E7A | A1A-A1A | 53,140 | 315,370 | 1949 | 1, 72 |
| E8 | 794-797 | 2250 | GM-EMD | E8A | A1A-A1A | 55,540 | 333,250 | 1951 | 4, 85 |
| E7 | 798-799 | 2000 | GM-EMD | E7A | A1A-A1A | 51,830 | 308,440 | 1946 | 1, 101 |
| F7A | 800-805 (1st); 806; 807-715 (1st) | 1500 | GM-EMD | F7A | B-B | 57,500 | 230,000 | 1950 | 1, 4, 39 |

Also 800-805 (1st), 806, 807-810 (1st), 812-814 (1st), 818-820 (1st), 823-824 (1st), 831 (1st), 800-802 (2nd), 805, 806 (2nd), 809 (2nd), 809 (2nd), 813 (2nd), 815 (2nd), 818 (2nd), 820 (2nd), 824 (2nd), 821, 827, 835, 838, 840-841, 846-848, 859, 862, 864, 948-949, 1800-1808, 1900-1906, 1908-1911, 1916. Some components of 389 were sent to GE while the unit was still 207.

(5) These units were sold to Alco Pr. in trade for new power, and scrapped: 104 (1st), 147 (1st), 171 (1st), 201, 255, 302, 307, 312, 327-329, 332, 335-336, 338-339, 341, 352, 365.

(6) These units were sold to GE in trade for new power, and scrapped by GE: 16, 32, 49, 54, 104 (2nd), 106, 108, 111, 147 (2nd), 151, 154, 183, 186-188, 191, 194, 196, 199-200, 202, 259 (1st), 260-261, 263-268 (1st), 269-271, 301, 304, 305, 334, 337, 340, 364, 368, 387, 388 (1st), 390 (1st), 752, 755.

(7) 778 and 2108 (2nd) were sold to GE and scrapped by Precision Engineering.

(8) 11 (2nd) was originally Nashville, Chattanooga & St. Louis 15, then L&N 2115, then L&N 11 (2nd) was sold to the Marianna & Blountstown, renumbered 11.

(9) These units were repowered to 1200 hp with GM- Emd engines, reclassed S8OM: 2301, 2310, 2326-2327, 2329, 2331, 2354-2357, 2364, 2367, 2369-2371, 2373-2374.

(10) These units were repowered to 1200 hp with GM-EMD engines, reclassed S2M: 28, 34, 37, 39, 48, 50, 53, 60, 62, 67.

(11) 30-33 were originally NC&SL 1-4; then L&N 2101, 2102-2104 (1st); then L&N 30-33. 30 was rebuilt to 1200 hp with GM-EMD engine, renumbered 2376.

(12) 98 was rebuilt to 800 hp with an Alco engine.

(13) 104 (2nd) was originally Great Northern 201, then Spokane, Portland & Seattle 64, then Alco Products 64, then L&N 104 (2nd). It was upgraded to 1600 hp.

(14) 252 was renumbered 147 (2nd).

(15) 230-243 renumbered 155-168.

(16) 253 was renumbered 169.

(17) 254 was renumbered 171 (2nd).

(18) 214-217, 219-229 renumbered 180-194.

(19) 245, 247, 248-249 (1st), 251 renumbered 195-199.

(20) 203-209 renumbered 385-387, 388-391 (1st).

(21) 210-211 renumbered 394-395 (1st).

(22) 212-213 renumbered 330-331; then 392-392 (1st).

(23) 256-258, 259 (1st), 260, 261-264 (1st) were originally Rutland 200-208; then L&N 256-258, 259 (1st), 260, 261-264 (1st).

(24) 265-271 were originally Lehigh & New England 652, 654-656, 658, 661-662; then L&N 265-271. Upgraded to 1600 hp.

(25) 319, 395 (1st) were rebuilt with GM-EMD engines to 1750 hp.

(26) 327-329 were originally L&NE 751-753, then L&N 327-329. Upgraged to 1600 hp.

(27) 332, 333 (1st), 334-341 were originally L&NE 701-710; then L&N 332, 333 (1st), 334-341. Upbraded to 1600 hp.

(28) 416, 501-502 (1st), 513 rebuilt by GM-EMD. 510 (1st) rebuilt by GM-EMD twice.

(29) 422-423, 437 (1st) rebuilt to GP9's, renumbered 508-510 (2nd).

(30) 506-508 (1st) renumbered 422-423, 437 (2nd).

(31) 441-447 (1st), 448-449, 450-457 (1st) renumbered 510-507 (2nd), 523-534.

(32) 460-464 (1st) renumbered 900-904 (2nd).

(33) 500, 501-510 (1st), 512, 514 renumbered 450-455 (2nd). 422-423 (2nd), 437 (2nd), 441-444 (2nd).

(34) 550-552 (1st) renumbered 445-445 (2nd).

(35) 456-464 (2nd), 465 were originally NC&SL 719-728; then L&N 1719-1728; then L&N 456-464 (2nd), 465.

(36) 466 was originally NC&SL 754, then L&N 1754, then L&N 466.

(37) 470-472, 474-495 were originally NC&SL 729-731, 706-718, 750-752, 700-705; then L&N 1729-1731, 1706-1718, 1750-1752, 1700-1703 (1st), 1704-1705; then L&N 470-472, 474-495.

(38) 553-554 (1st) renumbered 540-541.

(39) 811 (1st) rebuilt to an F9A, renumbered 550 (2nd).

(40) 919-926 renumbered 551-554 (2nd), 555-558.

(41) 717-719, 720 (1st) renumbered 575-578.

(42) 601, 604, 611, 651-652, 655, 659, 670-672 (1st) were renumbered 690-699.

(43) 724-725 were originally NC&SL 912-913; then L&N 1912-1913; then L&N 700-701 (2nd); then L&N 724-725.

(44) 1907 was rebuilt by the L&N, renumbered 702 (2nd) (1965).

(45) 720 (2nd), 721-723 were originally NC&SL 914-915, 917, 919; then L&N 1914-1915, 1917, 1919; then L&N 720 (2nd), 721-723.

(46) 2550-2552 renumbered 747-749.

(47) 782-788 were originally St. Louis-San Francisco 2000, 2002, 2004, 2009, 2015, 2007, 2014; then L&N 782-788.

(48) 800-805 (2nd) were originally NC&SL 809-813, 815; then L&N 1809-1813, 1815; then L&N 800-805 (2nd).

(49) 907-908 were originally GM-EMD demonstrators 1950A,B; then L&N 907-908. 900-904 (1st), 905-908 renumbered 807-815 (2nd).

(50) 817-820 (2nd), 823-824 (2nd), 831 (2nd) were originally NC&SL 816, 818-820, 823-825; then L&N 1816, 1818-1820, 1823-1825; then L&N 817-820 (2nd), 823-824 (2nd), 831 (2nd).

(51) 909, 910 (1st), 912-913 (1st), 915-918 renumbered 850-857.

(52) 858-863 were originally NC&SL 826-831; then L&N 1826-1831; then L&N 858-863.

(53) 723, 914 (1st), 1814, 1822, 1918, 1753 were sold to the Clinchfield, renumbered 250, 823, 821, 822, 869, 919. Clinchfield 822 is no longer on the roster.

(54) 2500-2501 (1st) renumbered 948-949.

(55) 1518-1524, 1525 (2nd) were originally Oro Dam Railroad 8012-8013, 8020, 8014-8015, 8017-8019; then L&N 1518-1524, 1525 (2nd). Oro Dam 8020 rebuilt by the Western Pacific from Oro Dam U25C 8011.

(56) 1525 (1st) was renumbered 1533.

(57) 1800-1831 were originally NC&SL 800-831; then L&N 1800-1831. 1900-1919 were originally NC&SL 900-919, then L&N 1900-1919.

(58) 2105-2110 (1st), 2111 were originally NC&SL 5-11; then L&N 2105-2110 (1st), 2111; then L&N 2305-2311.

(59) 2202, 2203-2207 (1st), 2208-2209, 2210 (1st) renumbered 2102-2110 (2nd).

(60) 2210 (2nd), 2211-2214 were originally NC&SL 19-23; then L&N 2119-2123; then L&N 2210 (2nd), 2211-2214.

(61) 2224-2233 (2nd), 2234-2238 were originally NC&SL 24-38; then L&N 2124-2138; then L&N 2224-2233 (2nd), 2234-2238.

(62) 2150-2151 were originally NC&SL 30-31; then NC&SL 40-41; then NC&SL 50-51; then 2150-2151.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| F7A | 800-805 (2nd) | 1500 | GM-EMD | F7A | B-B | 57,500 | 230,000 | 1949 | 1, 4, 48 |
| F7A | 807-813 (2nd) | 1500 | GM-EMD | F7A | B-B | 57,500 | 230,000 | 1950 | 1, 4, 49 |
| F7A | 814-815 (2nd) | 1500 | GM-EMD | F7A | B-B | 57,500 | 230,000 | 1950 | 1, 4, 49 |
| F7A | 816;817-820 (1st); 821-822; 823-824 (1st); 825-830;831 (1st); 832-833 | 1500 | GM-EMD | F7A | B-B | 57,500 | 230,000 | 1950 | 1, 4 |
| F7A | 817-820 (2nd); 823-824 (2nd); 831 (2nd) | 1500 | GM-EMD | F7A | B-B | 57,500 | 230,000 | 1950 | 1, 4, 50 |
| F7A | 834-849 | 1500 | GM-EMD | F7A | B-B | 57,500 | 230,000 | 1950 | 1, 4, 72 |
| F7A | 850-857 | 1500 | GM-EMD | F7A | B-B | 57,500 | 230,000 | 1951 | 1, 51 |
| F7A | 858-863 | 1500 | GM-EMD | F7A | B-B | 57,500 | 230,000 | 1951 | 1, 4, 52 |
| F7A | 864 | 1500 | GM-EMD | F7A | B-B | 56,161 | 230,153 | 1949 | 4, 104 |
| F7A | 900-904 (1st); 905-906 | 1500 | GM-EMD | F7A | B-B | 57,500 | 230,000 | 1950 | 49 |
| F7A | 907-908 | 1500 | GM-EMD | F7A | B-B | 57,500 | 230,000 | 1950 | 49 |
| F7A | 909; 910-914 (1st); 915-918 | 1500 | GM-EMD | F7A | B-B | 57,500 | 230,000 | 1951 | 1, 51, 53 |
| F9A | 919-926 | 1750 | GM-EMD | F9A | B-B | 58.500 | 234,000 | 1956 | 40 |
| F7A | 948-949 | 1500 | GM-EMD | F3A | B-B | 57,500 | 230,000 | 1948 | 4, 54 |
| GP18 | 900-904 (2nd) | 1800 | GM-EMD | GP18 | B-B | 61,580 | 246,325 | 1960 | 32 |
| C418 | 910-911 (2nd) | 1800 | Alco Pr. | RS-36 | B-B | 60,250 | 241,000 | 1962 | 86 |
| C418 | 912-914 (2nd) | 1800 | Alco Pr. | RS-36 | B-B | 60,250 | 241,000 | 1963 | 86 |
| GP30 | 1000-1028 | 2250 | GM-EMD | GP30 | B-B | 64,000 | 256,000 | 1962 | |
| GP30 | 1029-1048 | 2250 | GM-EMD | GP30 | B-B | 64,000 | 256,000 | 1963 | |
| GP30 | 1049-1057 | 2250 | GM-EMD | GP30 | B-B | 64,000 | 256,000 | 1963 | |
| GP30 | 1058-1060 | 2250 | GM-EMD | GP30 | B-B | 65,250 | 261,000 | 1963 | 87 |
| GP35 | 1100-1110 | 2500 | GM-EMD | GP35 | B-B | 64,175 | 256,700 | 1964 | |
| GP35 | 1111-1113 | 2500 | GM-EMD | GP35 | B-B | 64,175 | 256,700 | 1964 | |
| GP35 | 1114-1115 | 2500 | GM-EMD | GP35 | B-B | 64,175 | 256,700 | 1964 | |
| GP35 | 1116-1120 | 2500 | GM-EMD | GP35 | B;B | 66,500 | 266,000 | 1964 | 88 |
| GP35 | 1121-1128 | 2500 | GM-EMD | GP35 | B-B | 66,500 | 266,000 | 1965 | 88 |
| SD35 | 1200-1214; 1215 (1st); 1215 (2nd); 1216-1220; 1221 (1st) | 2500 | GM-EMD | SD35 | C-C | 98,985 | 392,340 | 1965 | 1, 89 |
| SDP35 | 1221 (2nd); 1222-1224 | 2500 | GM-EMD | SDP35 | C-C | 98,000 | 392,000 | 1965 | 90 |
| SD40 | 1225-1228 | 3000 | GM-EMD | SD40 | C-C | 93,000 | 372,000 | 1966 | |
| SD40 | 1229-1233 | 3000 | GM-EMD | SD40 | C-C | 94,500 | 378,000 | 1969 | |
| SD40 | 1234-1238 | 3000 | GM-EMD | SD40 | C-C | 94,500 | 378,000 | 1970 | |
| DS40 | 1239-1248 | 3000 | GM-EMD | SD40 | C-C | 94,500 | 378,000 | 1970 | |
| SD40 | 1249-1258 | 3000 | GM-EMD | SD40 | C-C | 94,500 | 378,000 | 1971 | |
| SD40 | 1259-1278 | 3000 | GM-EMD | SD40 | C-C | 94,500 | 378,000 | 1974 | |
| C420 | 1300-1305 | 2000 | Alco Pr. | DL-721A | B-B | 64,000 | 256,000 | 1964 | |
| C420 | 1306-1315 | 2000 | Alco Pr. | DL-721A | B-B | 64,000 | 256,000 | 1966 | |
| C420 | 1316-1317 | 2000 | Alco Pr. | DL-721A | B-B | 60,750 | 243,000 | 1966 | 91 |
| C420 | 1318-1319 | 2000 | Alco Pr. | DL-721A | B-B | 68,000 | 272,000 | 1966 | 92 |
| C420 | 1320-1323 | 2000 | Alco Pr. | DL-721A | B-B | 68,000 | 272,000 | 1966 | 92 |
| C420 | 1324-1335 | 2000 | Alco Pr. | DL-721A | B-B | 68,000 | 272,000 | 1967 | 92 |
| RS20 | 1350 | 1600 | Alco | RS-3 | B-B | 64,000 | 256,000 | 1955 | 107 |
| C628 | 1400-1411 | 2750 | Alco Pr. | DL-628 | C-C | 96,000 | 384,000 | 1964 | 1 |
| C628 | 1412-1414 | 2750 | Alco Pr. | DL-628 | C-C | 99,090 | 396,360 | 1965 | |
| C630 | 1425-1432 | 3000 | Alco Pr. | DL-630 | C-C | 92,425 | 371,940 | 1966 | 1 |
| U30C | 1470-1499 | 3000 | GE | U30C | C-C | 94,250 | 377,000 | 1972 | |
| U25C | 1500-1517 | 2500 | GE | U25C | C-C | 98,672 | 394,690 | 1965 | |
| U25C | 1518-1522 | 2500 | GE | U25C | C-C | 90,750 | 363,000 | 1963-4 | 55 |
| U25C | 1523-1524 | 2500 | GE | U25C | C-C | 92,250 | 369,000 | 1965 | 55 |
| U25C | 1525 (2nd) | 2500 | GE | U25C | C-C | 92,250 | 369,000 | 1965 | 55 |
| U28C | 1525 (1st); 1526-1533 | 2800 | GE | U28C | C-C | 93,000 | 372,000 | 1966 | 1, 56 |
| U30C | 1534-1547 | 3000 | GE | U30C | C-C | 94,250 | 377,000 | 1969 | 1 |
| U30C | 1548-1549 | 3000 | GE | U30C | C-C | 94,250 | 377,000 | 1969 | |
| U30C | 1550-1562 | 3000 | GE | U30C | C-C | 94,250 | 377,000 | 1970 | |
| U30C | 1563-1582 | 3000 | GE | U30C | C-C | 94,250 | 377,000 | 1971 | |
| U25B | 1600-1604 | 2500 | GE | U25B | B-B | 66,250 | 264,190 | 1963 | |
| U25B | 1605-1608 | 2500 | GE | U25B | B-B | 66,250 | 264,190 | 1963 | |
| U25B | 1609-1612 | 2500 | GE | U25B | B-B | 66,250 | 264,190 | 1963 | |
| U25B | 1613-1626 | 2500 | GE | U25B | B-B | 66,250 | 264,190 | 1964 | |
| SDP35 | 1700-1703 (2nd) | 2500 | GM-EMD | SDP35 | C-C | 98,085 | 392,340 | 1965 | 90 |
| GP7N | 1700-1703 st); 1704-1705 | 1500 | GM-EMD | GP7 | B-B | 59,200 | 236,800 | 1950 | 37 |
| GP7 | 1706-1718 | 1500 | GM-EMD | GP7 | B-B | 60,500 | 241,990 | 1950 | 37 |
| GP7 | 1719-1728 | 1500 | GM-EMD | GP7 | B-B | 60,500 | 241,990 | 1951 | 35 |
| GP7 | 1729-1731 | 1500 | GM-EMD | GP7 | B-B | 60,500 | 241,990 | 1952 | 37 |
| GP7 | 1750-1753 | 1500 | GM-EMD | GP7 | B-B | 62,075 | 248,300 | 1950 | 37, 53 |
| GP7 | 1754 | 1500 | GM-EMD | GP7 | B-B | 62,075 | 248,300 | 1951 | 36 |
| F3A | 1800-1804 | 1500 | GM-EMD | F3A | B-B | ? | ? | 1948 | 4, 57 |
| F3A | 1805-1808 | 1500 | GM-EMD | F3A | B-B | ? | ? | 1948-9 | 4, 57 |
| F7A | 1809-1815 | 1500 | GM-EMD | F7A | B-B | 59,500 | 238,000 | 1949 | 48, 53, 57 |
| F7A | 1816-1825 | 1500 | GM-EMD | F7A | B-B | 59,500 | 238,000 | 1950 | 1, 50, 53, 57 |
| F7A | 1826-1831 | 1500 | GM-EMD | F7A | B-B | 59,500 | 238,000 | 1951 | 52, 57 |
| F3B | 1900-1909 | 1500 | GM-EMD | F3B | B-B | ? | ? | 1948 | 4, 44, 57 |
| F3B | 1910-1911 | 1500 | GM-EMD | F3B | B-B | ? | ? | 1949 | 4, 57 |
| F71B | 1912-1913 | 1500 | GM-EMD | F7B | B-B | 61,250 | 245,000 | 1949 | 43, 57 |
| F71B | 1914-1919 | 1500 | GM-EMD | F7B | B-B | 61,250 | 245,000 | 1950 | 4, 45, 53, 57 |
| ? | 2000 (1st) | ---- | Alco-GE | FB-2 | 2-2 | ------ | ? | 1953 | 80 |
| ? | 2000 (2nd) | ---- | GM-EMD | F7B | 2-2 | ------ | ? | 1951 | 83 |
| ? | 2001 (1st) | ---- | GM-EMD | F7B | 2-2 | ------ | ? | 1951 | 83 |
| ? | 2001 (2nd) | ---- | Alco-GE | FB-2 | 2-2 | ------ | ? | 1953 | 80 |
| Booster | 2025 | ---- | SI | ? | B-B | 64,000 | 256,000 | 1970 | |
| Booster | 2050 | ---- | SI | ? | B-B | 64,000 | 256,000 | 1970 | |
| Booster | 2051-2062 | ---- | RSC | ? | B-B | 64,000 | 256,000 | 1971 | |
| Booster | 2063-2071 | ---- | RSC | ? | B-B | 64,000 | 256,000 | 1972 | |
| Booster | 2072-2077 | ---- | RSC | ? | B-B | 64,000 | 256,000 | 1973 | |
| S2 | 2101 | 660 | Alco-GE | S1 | B-B | 49,500 | 198,000 | 1941 | 11 |
| S2 | 2102 (1st) | 660 | Alco-GE | S1 | B-B | 49,500 | 198,000 | 1941 | 11 |
| S2 | 2103 (1st) | 660 | Alco-GE | S1 | B-B | 49,500 | 198,000 | 1946 | 11 |
| S2 | 2104 (1st) | 660 | Alco-GE | S1 | B-B | 49,500 | 198,000 | 1946 | 11 |
| S80 | 2105-2109 (1st) | 1000 | Alco-GE | S2 | B-B | 57,900 | 231,600 | 1942 | 58 |
| S80 | 2110 (1st) | 1000 | Alco-GE | S2 | B-B | 57,900 | 231,600 | 1945 | 58 |
| S80 | 2111 | 1000 | Alco-GE | S2 | B-B | 57,900 | 231,600 | 1946 | 58 |
| S85 | 2102-2105 (2nd) | 1000 | Baldwin | VO 1000 | B-B | 59,574 | 237,900 | 1943 | 3, 59, 72 |
| S85 | 2106-2108 (2nd) | 1000 | Baldwin | VO 1000 | B-B | 59,475 | 237,900 | 1944 | 3, 7, 59 |
| S85 | 2109-2110 (2nd) | 1000 | Baldwin | VO 1000 | B-B | 59,475 | 237,900 | 1944 | 59, 72 |
| S30 | 2115 | 600 | GM-EMD | SW1 | B-B | 49,425 | 197,700 | 1941 | 8 |

(63) 2155 was originally NC&SL 35, then NC&SL, 45, then NC&SL 55, then L&N 2155.

(64) 2160-2162 were originally NC&SL 32-34; then NC&SL 42-44; then NC&SL 52-54; then rebuilt by GM-EMD to 1200 hp, renumbered NC&SL 60-62; then renumbered L&N 2160-2162.

(65) 2169 was originally NC&SL 40, then rebuilt by GM-EMD to 1200 hp, renumbered NC&SL 69, then renumbered L&N 2169.

(66) 2200-2201 renumbered 2300 (2nd), 2301.

(67) 2240 (1st), 2241-2244 renumbered 2215-2219.

(68) 2220-2232 (1st) renumbered 2320-2332.

(69) 2300 (1st) renumbered 2240 (2nd).

(70) 2370-2374 were originally L&NE 612-616; then L&N 2370-2374.

(71) 3100-3103 were originally NC&SL 100-103; then L&N 3100-3103. 3100 was sold to Transportation Services, renumbered 3100. 3101 was sold to Preston W. Duffy & Son; then sold to George R. Silcott; then to the Lowville & Beaver River, renumbered 1950. 3102 was sold to Escambia Chemical Co., renumbered 3102 (1/64); then sold to Precision Engineering and scrapped (9/65). 3103 was sold to Preston W. Duffy & Son, renumbered 3103; then to George R. Silcott; then to the Bath & Hammondsport, renumbered D-3; then sold to George R. Silcott (9/70); then to M.D. Freidman, who uses it with no number assigned.

(72) These units are no longer on the roster: 17, 52, 138, 184, 306, 319 (1st), 319 (2nd), 512, 514, 618, 653, 751, 754, 756-760, 773-774, 776-777, 782, 784, 792, 837, 2102-2103 (2nd), 2109-2110 (2nd), 2150.

(73) 36 was repowered to 1200 hp with a GM-EMD engine, renumbered 2375.

(74) 59 was sold to Relco and is leased to Lipsett Steel as Relco 713.

(75) 71 was sold to Hyman-Michaels; then to the South Carolina Public Railways Commission, renumbered 71; then sold to Birmingham Rail & Locomotive (12/72). 75 was sold to Hyman-Michaels, then to Birmingham Rail & Locomotive, then to the Detroit Marine Terminal, renumbered 75.

(76) 99 sold to the M&B, renumbered 99.

(77) These units were sold to Railway Supply Co.: 113, 121, 125, 162, 167, 170, 180, 185.

(78) 309-310, 314-315, 317, 321 were sold to Long Island Rail Road, renumbered 602, 605, 604, 603, 601, 606.

(79) 333 (2nd) was originally SLSF 5205, then L&N 333 (2nd), then L&N 319 (2nd). Repowered with GM-EMD engine while owned by the SL-SF.

(80) 386 converted to slave control car, renumbered 2000 (1st); then renumbered 2001 (2nd).

(81) 388-395 (2nd), 396 were originally Chicago & Eastern Illinois 203, 205-211, 213; then C&EI 68, 70-76, 78; then L&N 388-395 (2nd), 396. C&EI 206 was rebuilt.

(82) 397-399 were originally C&EI 218-220; then C&EI 83-85 (1st), then L&N 397-399.

(83) 704 converted to slave control car, renumbered 2001 (1st); then renumbered 2000 (2nd).

(84) 770 was donated to Kentucky Railway Museum.

(85) 787-788, 794-795 sold to National Railroad Passenger Corp., renumbered 226-227, 224-225. NRPC 224-225, 226 were rebuilt to E9A ratings.

(86) 910-914 (2nd) were originally Tennessee Central 301-305; then L&N 910-914 (2nd).

(87) 1058-1060 were originally C&EI 239-241; then C&EI 590-592; then L&N 1058-1060.

(88) 1116-1128 were originally C&EI 260-272; then C&EI 668-680; then L&N 1116-1128.

(89) 1221 (1st) renumbered 1215 (2nd).

(90) 1700-1703 (2nd) renumbered 1221 (2nd), 1222-1224.

(91) 1316-1317 were originally TC 400-401; then L&N 1316-1317.

(92) 1318-1335 were originally Monon 501-518; then L&N 1318-1335.

(93) 2202-2203 (2nd) were originally Chicago, Indianapolis & Louisville 2-3; then CIL 12-13; then Monon 12-13; then L&N 2202-2203 (2nd). 2204-2206 (2nd) were originally CIL 15-17, then Monon 15-17, then L&N 2204-2206 (2nd).

(94) 2207-2209 (2nd) were originally C&EI 120, 124-125; then C&EI 1029, 1033-1034; then L&N 2207-2209 (2nd).

(95) Repowered to 1200 hp with GM-EMD engine.

(96) 2221-2223 (2nd) were originally C&EI 126-128, then C&EI 1202-1204, then L&N 2221-2223 (2nd).

(97) 2700-2707 were originally Monon 601-608, then L&N 2700-2707.

(98) 450A-461A renumbered 750-761; 450B-461B renumbered 770-781.

(99) 248-250 (2nd) were originally Reading 502, 508, 518; then Alco Pr. 502, 508, 518; then TC 248-250; then L&N 248-250 (2nd).

(100) 259 (2nd) was originally TC 259, then L&N 259 (2nd).

(101) 798-799 were originally C&EI 1100-1102; then C&EI 27-28; then L&N 798-799.

(102) 542-545 were originally C&EI 235-238; then C&EI 342-345; then L&N 542-545.

(103) 670-672 (2nd), 673-677 were originally C&EI 1600-1602 (2nd), 1603-1607; then C&EI 933-940; then L&N 670-672 (2nd), 673-677.

(104) 864 was originally Richmond, Fredericksburg & Potomac 1101, then Streigel Supply & Equipment 1101 (12/65), then Precision Engineering 1101 (6/25/66), then L&N 864.

(105) 260-268 (2nd) were originally CIL 21-29, then Monon 21-29; then Monon 51-59, then L&N 260-268 (2nd). Monon 59, 52, 54, 58 were scrapped without being renumbered. L&N 260 (2nd), 262 (2nd), 264-266 (2nd) are no longer on the roster.

(106) 248 (2nd) sold to Railway Supply Co.

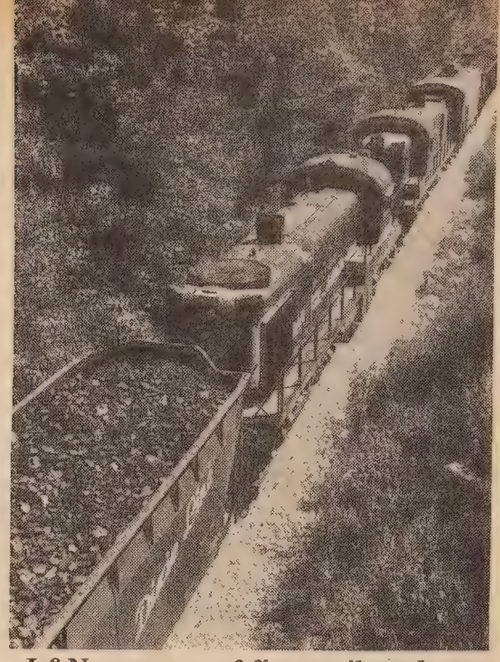
(107) Repowered to 2000 hp. •

## Roster Corrections

Typesetting errors occurred in our Illinois Central Gulf Railroad roster (Sept. '74). No. note applies to units 1051-1052. Note 18 applies to 1053. There is a line of type missing for the columns on tractive effort, weight, date built, and notes around units 1055-1056. This line of type should list 1055-1056 as having 57,500 lbs. of tractive effort, a weight of 230,000 lbs., and built in 1944. The ICG 1302 was originally IC 1027A, while ICG 1303 was originally ICG 415. GM-EMD built 4005. Notes 7, 47, 49, and R apply to unit 8270. Units 9103-9117 were built in 1955. In note 47, substitute 7964 for 7974, and add 7974. In note 49, substitute 9391 for 9361.

Additional info. for our New Hamshire Short Lines roster (Aug. 74) comes from Canadian National's chief of motive power and car equipment. Note 4 should read: CV 3900-3901 were originally CV 1859-1860; then CV 3900-3901 (4/1/57); then CN 3900-3901 (1/2/58). CN 3900-3901 were retired (11/5/73, 8/29/68).—Sy Reich. •

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| S86 | 2119 | 1000 | GM-EMD | NW2 | B-B | 61,615 | 246,460 | 1941 | 60 |
| S86 | 2120-2123 | 1000 | GM-EMD | NW2 | B-B | 61,615 | 246,460 | 1949 | 60 |
| S87 | 2124-2133 | 1200 | GM-EMD | SW7 | B-B | 61,685 | 246,740 | 1950 | 61 |
| S87 | 2134-2138 | 1200 | GM-EMD | SW9 | B-B | 61,550 | 246,200 | 1951 | 61 |
| S85 | 2150-2151 | 1000 | Baldwin | VO 1000 | B-B | 59,475 | 237,900 | 1943 | 1, 62, 72 |
| ? | 2155 | 1000 | Baldwin | VO 1000 | B-B | ? | ? | 1941 | 1, 63 |
| S90 | 2160-2162 | 1000 | Baldwin | VO 1000 | B-B | 61,000 | 244,000 | 1943 | 64 |
| S90 | 2169 | 660 | Baldwin | VO 660 | B-B | 61,000 | 244,000 | 1941 | 65 |
| S80 | 2200-2201 | 1000 | Alco-GE | S2 | B-B | 57,900 | 231,600 | 1943 | 66 |
| S85 | 2202; 2203-2205 (1st) | 1000 | Baldwin | VO 1000 | B-B | 59,475 | 237,900 | 1943 | 59 |
| S85 | 2206-2207 (1st); 2208 | 1000 | Baldwin | VO 1000 | B-B | 59,475 | 237,900 | 1944 | 59 |
| S85 | 2209-2210 (1st) | 1000 | Baldwin | VO 1000 | B-B | 59,475 | 237,900 | 1944 | 59 |
| S86 | 2202-2203 (2nd) | 1000 | GM-EMD | NW2 | B-B | 62,000 | 248,000 | 1942 | 93 |
| S86 | 2204-2206 (2nd) | 1000 | GM-EMD | NW2 | B-B | 62,000 | 248,000 | 1947 | 93 |
| S86 | 2207-2209 (2nd) | 1000 | GM-EMD | NW2 | B-B | 61,000 | 244,000 | 1949 | 94 |
| S86 | 2210 (2nd) | 1000 | GM-EMD | NW2 | B-B | 61,615 | 246,460 | 1941 | 60 |
| S86 | 2211-2214 | 1000 | GM-EMD | NW2 | B-B | 61,615 | 246,460 | 1949 | 60 |
| S86 | 2215-2219 | 1000 | GM-EMD | NW2 | B-B | 61,615 | 246,460 | 1949 | 67 |
| S80 | 2220; 2221-2224 (1st) | 1000 | Alco-GE | S2 | B-B | 57,900 | 231,600 | 1949 | 68 |
| S80 | 2225-2232 (1st) | 1000 | Alco-GE | S4 | B-B | 57,900 | 231,600 | 1951 | 68 |
| S87 | 2221-2223 (2nd) | 1200 | GM-EMD | SW7 | B-B | 60,750 | 243,000 | 1950 | 96 |
| S87 | 2224-2232 (2nd); 2233 | 1200 | GM-EMD | SW7 | B-B | 61,685 | 246,740 | 1950 | 61 |
| S87 | 2234-2238 | 1200 | GM-EMD | SW9 | B-B | 61,685 | 246,740 | 1951 | 61 |
| S86 | 2240 (1st); 2241-2244 | 1000 | GM-EMD | NW2 | B-B | 61,615 | 246,460 | 1949 | 67 |
| S87 | 2240 (2nd) | 1200 | GM-EMD | SW1200 | B-B | 61,200 | 244,800 | 1957 | 69 |
| S87 | 2245-2250 | 1200 | GM-EMD | SW7 | B-B | 61,685 | 246,740 | 1950 | |
| S87 | 2251-2266 | 1200 | GM-EMD | SW7 | B-B | 61,685 | 246,740 | 1950 | |
| S87 | 2267-2291 | 1200 | GM-EMD | SW9 | B-B | 61,685 | 246,740 | 1951 | |
| S87 | 2292-2294 | 1200 | GM-EMD | SW9 | B-B | 61,685 | 246,740 | 1953 | |
| S87 | 2295-2296 | 1200 | GM-EMD | SW9 | B-B | 61,685 | 246,740 | 1953 | |
| S87 | 2297-2299; 2300 (1st) | 1200 | GM-EMD | SW1200 | B-B | 61,200 | 244,800 | 1957 | 69 |
| S80 | 2300 (2nd); 2301 | 1000 | Alco-GE | S2 | B-B | 57,900 | 231,600 | 1943 | 1, 9, 66 |
| S80 | 2305-2309 | 1000 | Alco-GE | S2 | B-B | 57,900 | 231,600 | 1942 | 1, 58 |
| S80 | 2310 | 1000 | Alco-GE | S2 | B-B | 57,900 | 231,600 | 1945 | 9, 58 |
| S80 | 2311 | 1000 | Alco-GE | S2 | B-B | 57,900 | 231,600 | 1946 | 1, 58 |
| S80 | 2320-2324 | 1000 | Alco-GE | S2 | B-B | 57,900 | 231,600 | 1949 | 1, 68 |
| S80 | 2325-2332 | 1000 | Alco-GE | S4 | B-B | 57,900 | 231,600 | 1951 | 1, 9, 68 |
| S80 | 2350-2365 | 1000 | Alco-GE | S4 | B-B | 57,900 | 231,600 | 1952 | 1, 9 |
| S80 | 2366-2369 | 1000 | Alco-GE | S4 | B-B | 57,900 | 231,600 | 1953 | 1, 9 |
| S80 | 2370-2371 | 1000 | Alco-GE | S2 | B-B | 57,900 | 231,600 | 1949 | 9, 70 |
| S80 | 2372-2374 | 1000 | Alco-GE | S2 | B-B | 57,900 | 231,600 | 1949 | 1, 9, 70 |
| S80M | 2375 | 660 | Alco-GE | S1 | B-B | 56,250 | 225,000 | 1945 | 73 |
| S80M | 2376 | 660 | Alco-GE | S1 | B-B | 56,250 | 225,000 | 1941 | 11 |
| RS3M | 2380 | 1600 | Alco-GE | RS-3 | B-B | 64,000 | 256,000 | 1954 | 95 |
| F7A | 2500-2501 (1st) | 1500 | GM-EMD | F3A | B-B | 57,500 | 230,000 | 1948 | 54 |
| U28B | 2500-2501 (2nd); 2502-2504 | 2800 | GE | U28B | B-B | 67,950 | 241,800 | 1966 | |
| U30B | 2505-2509 | 3000 | GE | U30B | B-B | 68,000 | 272,000 | 1967 | |
| F7B | 2550-2552 | 1500 | GM-EMD | F3B | B-B | 57,500 | 230,000 | 1948 | 46 |
| U23B | 2700-2707 | 2250 | GE | U23B | B-B | 68,000 | 272,000 | 1970 | 97 |
| U23B | 2708-2727 | 2250 | GE | U23B | B-B | 68,000 | 272,000 | 1973 | |
| U23B | 2728-2752 | 2250 | GE | U23B | B-B | 68,000 | 272,000 | 1973 | |
| U23B | 2753-2772 | 2250 | GE | U23B | B-B | 68,000 | 272,000 | 1974 | |
| GP40 | 3000-3009 | 3000 | GM-EMD | GP40 | B-B | 62,125 | 264,500 | 1966 | |
| GP40 | 3010-3029 | 3000 | GM-EMD | GP40 | B-B | 63,680 | 254,720 | 1967 | |
| S4 | 3100-3103 | 400 | GE | 44 ton | B-B | 22,000 | 88,000 | 1950 | 71 |
| GP38 | 4000-4019 | 2000 | GM-EMD | GP38 | B-B | 64,000 | 256,000 | 1970 | |
| GP38 | 4020-4049 | 2000 | GM-EMD | GP38 | B-B | 64,000 | 256,000 | 1971 | |
| GP38-2 | 4050-4059 | 2000 | GM-EMD | GP38-2 | B-B | 64,000 | 256,000 | 1972 | |
| GP38-2 | 4060-4069 | 2000 | GM-EMD | GP38-2 | B-B | 64,000 | 256,000 | 1972 | |
| GP38-2 | 4070-4089 | 2000 | GM-EMD | GP38-2 | B-B | 64,000 | 256,000 | 1072 | |
| GP38-2 | 4090-4099 | 2000 | GM-EMD | GP38-2 | B-B | 64,000 | 256,000 | 1972 | |
| GP38-2 | 4100-4124 | 2000 | GM-EMD | GP38-2 | B-B | 64,000 | 256,000 | 1973 | |
| GP38-2 | 4125-4144 | 2000 | GM-EMD | GP38-2 | B-B | 64,000 | 256,000 | 1973 | |
| SW1500 | 5000-5009 | 1500 | GM-EMD | SW1500 | B-B | 63,250 | 253,000 | 1970 | |
| SW1500 | 5010-5019 | 1500 | GM-EMD | SW1500 | B-B | 63,250 | 253,000 | 1971 | |
| SW1500 | 5020-5029 | 1500 | GM-EMD | SW1500 | B-B | 63,250 | 253,000 | 1972 | |



**L&N was one of first railroads to try out mid-train power. This 200-car coal train has three units as seen in 1964 laboring with loaded cars on grade in eastern Kentucky.**

**A smoke abatement program in Louisville, Ky., and in other major L&N cities spurred the road to dieselize terminals from 1939 on with switchers such as this Baldwin loco.**

**Post World War II, L&N streamliner, *The Humming Bird*, behind EMD R-7 No. 781 in '46 crosses Biloxi, Miss., bay.**

Photographs on this page from SCL/L&N The Family Lines System

# HOBBY CLUB

**conducted by Sy Reich**

A NIGHTMARE for any fantrip chairman and his committee is to work long hours on an excursion with certain power and rolling stock advertised in media and with flyers distributed to club members and others, and then after the tickets have been mailed—*whamo*! the roof caves in. The much-publicized steam loco has suddenly broken down and won't be available in the near future! It's a disappointment to railfans looking forward to the ride, and nothing but grief to the trip chairman. Hours of "blood, sweat, and tears" lie ahead for him and his committee. They must try to contact every Joe and Jill, tell them the bad news, and if possible, arrange a substitute trip.

One case is the midsummer breakdown of bullet-nosed *Betty* (CNR 6060) and the news that all trips with her for the rest of the season had to be scrubbed off. The Canadian Railroad Historical Assn. and Buffalo Chapter of NRHS, among others, were effected. So were we on the *Railroad* staff. We have to work, like trip chairman, well in advance with our copy and often a cancellation occurs after the magazine has been put to bed.

We print with good faith, free of charge, in our *Coming Events* column, news of future trips featuring popular steam locos such as the 6060, 4501, 8444, 2102, and 759, and trolley excursions aboard Brill cars, ex-Osgood Bradley, etc. Nearly all of these trips are run to provide an outlet for railfan enthusiasm and to make money for clubs, museums, or historical societies.

The 6060 experienced mechanical breakdown while being deadheaded to Toronto following two excursions out of Montreal. She is stored at CPR's John Street roundhouse in Toronto. Let's hope it won't be too long before her fires are lit again and she's storming the high iron. The odds for this are good.

ROCK ISLAND diner napkins and tablecloths are available for $1.50 each and $3 each, respectively, from Heart of Dixie Chapter of NRHS. Contact Ralph Honeycutt, Box 254, Birmingham, Ala. 35201.

WESTERN railfans' favorite pinup, UP 4-8-4 No. 8444, fresh from the Spokane World's Fair, will haul a one-day all-reserved train between Denver and Laramie—reserved except dome lounge car, on Feb. 15 at $27 for adults, but kids a couple of bucks less. Details from Kenton Forrest, Intermountain Chap. NRHS, Box 5181, Terminal Annex, Denver, Colo. 80217, or Tom Daniels, Colorado Midland Chap. NRHS, Box 9161, Colorado Springs, Colo. 80909, or Bob Richardson, Colorado RR Museum, Box 641, Golden, Colo.

LEROY HUTCHINSON, ex-president of Boston & Maine R.R. Hist. Society, has been appointed manager of the *Mountaineer* restoration project at Steamtown, USA, Bellows Falls, Vt. While this program has had its difficulties, reports H. Bentley Crouch, chairman of the society's board, Leroy and a few other dedicated members are to be commended for their efforts. He hopes an agreement with Steamtown can be worked out regarding the Society's use of this car in recognition of the volunteer project. Indicentally, Hutchinson, the Society's president, stepped down at a recent meeting, and Don Robinson was elected to head this fine group.

JOHN LARKIN, chairman of the Minnesota Transportation Museum at Hopkins, has completed negotiations to buy a Wisconsin Central hack from the Soo Line, reports North Star Chap. NRHS in the newsletter *North Star News*. The car, of the 99 series, was built by the Ohio Falls Car Co. in 1887. It is 39′ 4″ long, weighs 32,000 pounds, and has a tongue-and-grooved wooden siding. Chairman John says it was chosen because of its possible use on future fantrips. MTM members are making plans to restore it.

"DOWN UNDER" HEARD FROM. A group has recently begun operation of electric traction on a 1¼-mile tramway at St. Kilda, South Australia. You can get details from John Hoffman, Australian Electric Transport Museum (S.A.)

**Nope, not a super smoke deflector. It's just Nickel Plate 2-8-0 No. 803 rigged up as a stationary boiler at Bellevue, Ohio, on a May day in 1947.**

Photograph by Richard J. Cook

Inc., Box 2012, GPO Adelaide, South Australia 5001.

AMID the bustle on San Francisco waterfront, an exciting era in railroad history has been revived at Bethlehem Steel shipyard. This shipyard, the nation's oldest in continuous operation, surprisingly is the site where more than a dozen old railroad cars, locomotives, and cabooses in recent years have been restored to their past elegance. The antique cars are owned by the Pacific Coast Chapter, Railway & Locomotive Historical Society—our railfan club of the month—and will be on display at the multi-million-dollar rail museum due to open in Sacramento sometime in 1977.

In the mid-1960s, during the regime of the late rail historian Charles E. Fisher, the chapter and Society faced a critical problem. It owned several pieces of equipment in need of restoration, but couldn't find anyone to do the work. The Bethlehem yard, which decades ago produced streetcars and rail equipment, still had in its employ several skilled craftsmen, including a few genuine railfans, and they handled the job. Since the mid-60s, the shipyard has completed about $250,000 worth of rail equipment restoration under the able direction of Bill McKay and R. Bruce Mayhugh, chapter members. One of the prized locos coming under their watchful eye is the Virginia & Truckee 4-4-0 No. 13, the *Empire*.

The 500-plus-member Pacific Coast Chapter owns more than 40 pieces of equipment valued at about $6 million, one of the best collections of rail Americana anywhere. Its principal source of funds is rail excursions, arranged by Jim Weinberger, to various parts of the U.S. Canada, and Mexico. Jim also has set up some good cruises. Fred A. Stindt, their chairman for over 25 years and one of our *Interesting Railfans*, won't quit before Howard Greene declares a pension for all venerable chairmen. Fred was the guiding light behind the 1973 Cable Car Centennial in San Francisco and the new Cable Car Museum inaugurated last summer. Some of the nation's most honored rail authors are R&LHS and Pacific Coast Chapter members, among them being Gerald A. Best, another of our *Interesting Railfans*. Regular monthly meetings are held on the fourth Friday evening each month in the Clift Hotel, San Francisco. Details from Fred Stindt, 978 Emerald Hill Rd., Redwood City, Calif. 94061.

FIFTY-ONE old Long Island R.R. switch keys were distributed recently to members of Long Island-Sunrise Trail Chap. NRHS by Joseph Sanapico of the commuter road. This was made possible through the fine work of Win Scott Boerckel, reports the chapter's newsletter, *Semaphore*.

SAM ROSHON, a Buckeye State rail historian, says his organization has begun to collect photos, postcards, pamphlets, books, and maps concerning Ohio interurban and streetcar lines as well as regular Ohio railroad transportation. Sam is also trying to assemble a current and historical lot of photos and postcards depicting other aspects of Ohio history, recreation, biography, and historical landmarks. He hopes to amas a collection of Ohio county atlases and histories and wants to hear from anyone who'll help out. Sam needs the addresses of Harry Christiansen and the Electric Railway Historical Society. Contact him at Columbus Public Library, 96 South Grant Ave., Columbus, Ohio 43215.

ANOTHER SAM—Samuel W. Snelling, secretary of Brooklyn, N.Y., Bay Ridge Model Railroad Club—reports that the 26th annual exhibition of the BRMRC, 28 Marine Ave. (at 93rd St.) is being held Oct. 18, 19, 20, 25, 26, 27 and Nov. 1, 2, and 3. Open Friday evenings and Saturdays and Sundays from 2 to 6 p.m. On display will be O-gage ¼" scale railroad and trolley, and some On3 operation. Adults 50¢, kids 25¢.

WISCONSIN STATE Historical Society reports that a county-by-county study of railroads is being undertaken by James P. Kaysen of Cedarburg, who intends to make the results available to each affiliated society willing to open its railroad records to him. Contact him at 517 W. Center St., Cedarburg, Wis. 53012. •

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# BOOKS of the RAILS

by GORTON T. H. WILBUR

**THE WORLD'S RAIL WAY, by Maj. J.G. Pangborn, facsimile of 1894 edition, hard cover, 375 pages, 9¼x11½", engravings, text matter, Bramhall House, Crown Publishers, Inc., 419 Park Ave. South, New York, N.Y. 10016, $5.98.**

This fine facsimile, as rail historian E.P. Alexander states in his introduction, is based principally upon the B&O's exhibits at the World's Columbian Exposition of 1893 in Chicago. Major Pangborn, a B&O official, was the guiding light for those exhibits, which proved a big hit. Pangborn not only had a goodly supply of his own company's historic locos, models, and drawings, but also original English engines. Fifty of the 250 illustrations are fine-line engravings of "permanent way" tracks. Many show oddball locos, 1765-1893.

**'RITIN' AND RAILIN', by Brooks Pepper, hard cover, 216 pages, 5½x8½", text matter, published by Jim Comstock, Richmond, W. Va., $4.**

Here is a book compiled from the column, "Memories of a B&O Dispatching Man," which began in the West Virginia Hillbilly newspaper in 1969. Don't expect highbrow writing. Brooks purpose was to present the rail scene in a homey style, as he lived it, from 1919 to the end of a work career as a B&O train dispatcher at Grafton, W. Va., on Sept. 1, 1968. Let's have more of such books.

**RAILROAD FREQUENCY LIST, by Norm Metcalf, soft cover, 91 pages, 8½x11", Box 1368, Boulder, Colo. 80302, $4.**

A handy list of most U.S. railroad radio bands, as well as Canadian National and some CP Rail. I would call it a decided plus for the rr. radio enthusiast. It covers practically everything from the B&O, Espee, and CV to the Bevier & Southern in Missouri and the Portland Terminal in Maine.

**TRAIN SHED CYCLOPEDIA NO. 17: Box, Stock, and Flat Cars from 1943 Car Builders' Cyclopedia, soft cover, 72 pages, 8¼x11½", reprinted from original Cyclopedias; scale drawings, specifications, photos, text matter; Newton K. Kregg, Box 868, Novato, Calif. 94947, $3.95.**

**TRAIN SHED CYCLOPEDIA NO. 18: Locomotives selected from the 1916 Locomotive Directory; soft cover, 88 pages, 8¼x11½", reprinted from original edition; photos, scale drawings, specifications, text matter; Newton K. Kregg, $4.95.**

**TRAIN SHED CYCLOPEDIA NO. 19: Buildings and Structures of American Railroads, 1893 (Part 3), soft cover, 80 pages, 8½x11½", reprinted from original edition; scale drawings, specifications, text matter; Newton K. Kregg, $4.50.**

**TRAIN SHED CYCLOPEDIA NO. 20: Diesel-Electric Locomotives, 1925-'38, soft cover, 80 pages, 8¼x11½", reprinted from original Cyclopedia; photos, scale drawings, specifications, text matter; Newton K. Kregg, $5.95.**

**RAILWAYS IN THE FORMATIVE YEARS, 1851-'95, by O.S. Nock, hard cover, 156 pages, 5½x7½", photos, rosters; The Macmillan Co., 866 Third Ave., New York, N.Y. 10022, $4.95.**

Nock's gifted text and artists Clifford and Wendy Meadway have captured in fine prose and vivid color portrayal some interesting and exciting railway development in the U.S., Canada, Europe, Mexico, Australia, and India. This book forms part of the Macmillan series, *Railways of the World in Color.* As a companion volume to the *Dawn of World Railways 1800-1850, Railways at the Turn of the Century, 1895-1905, Railways in the Years of Pre-Eminence 1905-'19,* and *Railways at the Zenith of Steam, 1920-'40,* it completes a continuous account from 1800 to 1940. A further volume to take the story up to 1960 is in preparation.

### Periodicals and Journals

*The Railroader,* edited by Oscar Hudson, offset, 8½x11", with photos and text, published 6 times a year for railfans, 4760 N. Durfee St., El Monte, Calif. 91732, $2.40 a year.

*PC Railroader,* edited by Robert H. Reid, Box 179, East McKeesport, Pa. 15035, soft cover, 8½x11", photos, rosters, maps, and text. Six times a year, $7.50. Good reading for the old Pennsy and new PC fan. There's material for the modeler, too. Even an old NH and NYC pic appears every now and then such as in this past July-August issue.

*The Lensman,* Nov. '74, edited by John R. Taibi, one of our Interesting Railfans, soft cover, 14 pages, 8½x11"; good, sharp pix; Box 486, Brentwood, N.Y. 11717, $3.50 annually, issued quarterly. Back issues and sample copies, $1 each. Devoted to the work of rail photographers.

*The Rock,* Rock Island Technical Society, 208 N. Stewart St., Geneseco, Ill. 61254, $5 bi-monthly with membership. This dedicated fan group has an interesting newsletter appealing to RI steam and diesel enthusiasts.

*Rails,* edited by Bob Scott for New Zealand Rail Transport, soft cover, 8½x11", photos, rosters, maps, text, Southern Press, Ltd., Box 11-272, Wellington, Box 5462, Dunedin, N.Z., $4 monthly. Good New Zealand steam, diesel, electric articles and pix, plus coverage from South Africa, Australia, and Japan. •

## Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English language railbook still in print if it retails at $3.50 or more. Allow from 4 to 6 weeks for delivery.

New York State residents must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is in New Rochelle, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 40¢ per book for postage.

The books are available only by mail. *Railroad Magazine Book Service,* 420 Lexington Ave., New York, N.Y. 10017.

| | List Price | Our Price |
|---|---|---|
| RAILBOOK BIBLIOGRAPHY, by Hudson | $ 5.00 | ($ 4.75) |
| STATIONS WEST, by Culp | $12.95 | ($12.35) |
| WESTCHESTER'S FORGOTTEN RY., by Roger Arcara | $ 5.95 | ($ 5.65) |
| TWILIGHT OF WORLD STEAM, by Eagleson and Ziel | $14.95 | $14.20) |
| NARROW GAUGE RYS. OF CANADA, by Lavallee | $11.95 | ($11.35) |
| MILWAUKEE ROADS WEST, by Wood | $14.95 | ($14.25) |
| PIKE'S PEAK COG ROAD, by Morris Abbott | $12.95 | ($12.35) |
| WORKIN' ON THE RAILROAD, Richard Reinhardt | $ 8.95 | ($ 8.50) |
| THE IRON HORSE, by Henry Comstock | $17.50 | ($16.70) |
| HETCH HETCHY AND ITS DAM RR., by Ted Wurm | $13.50 | ($12.82) |
| THE RAILROAD SCENE, by Wm. Middleton | $10.00 | ($ 9.50) |
| 4-8-4 STEAM PICTORIAL by Bob Wayner | $ 6.95 | ($ 6.60) |
| BESSEMER & LAKE ERIE, 1869-1969, Beaver | $11.95 | ($11.35) |
| CANADIAN NAT. STEAM POWER, Clegg and Corley | $12.95 | ($12.30) |
| LAKE SUPERIOR RAILROADS, by Dorin | $10.95 | ($10.40) |
| L&N STEAM LOCOMOTIVES, by Richard Prince | $12.50 | ($11.90) |
| SOUTH SHORE INTERURBAN, by Wm. Middleton | $11.95 | ($11.35) |
| HISTORIC SOUTHERN PACIFIC CARS | $ 4.95 | ($ 4.70) |
| PENNSYLVANIA RAILROAD K-4S, H.P. Albrecht | $ 3.00 | ($ 2.85) |
| INTERURBAN INTERLUDE, by E.J. Quinby | $ 7.95 | ($ 7.55) |
| PENNSY POWER II, by Staufer and Pennypacker | $15.00 | ($14.25) |
| TRAIN WATCHER'S GUIDE TO CHICAGO | $ 3.15 | ($3.00) |
| HEADLIGHTS & MARKERS, by Donovan and Henry | $ 6.95 | ($ 6.60) |
| MEXICAN NARROW GAUGE, by Gerald M. Best | $ 7.50 | ($ 7.15) |
| AMERICAN LOCOMOTIVES, by John H. White | $20.00 | ($19.00) |
| STEAMING UP! (AUTOBIOGRAPHY OF VAUCLAIN) | $ 8.95 | ($ 8.50) |
| HORSESHOE CURVE AND ALTOONA, by Albrecht | $ 4.50 | ($ 4.25) |
| MORRISTOWN & ERIE, by T.T. Taber III | $ 6.95 | ($ 6.60) |
| THE ULSTER & DELAWARE, by Gerald M. Best | $13.95 | ($13.25) |
| THE COLORADO ROAD, by F. Hol Wagner Jr. | $15.00 | ($14.25) |
| THE SHAY LOCOMOTIVE, by Michael Koch | $19.50 | ($18.55) |
| GHOST RAILROADS OF INDIANA, by Elmer Sulzer | $15.00 | ($14.25) |
| RAILS TO BLUE RIDGE, by H.H. Harwood | $ 4.50 | ($ 4.25) |
| NARROW GAUGE TO REDWOODS, Dickson | $ 8.95 | ($ 8.50) |
| RAILS TO POSSUM TROT, by J.A. Stowe | $ 2.50 | ($ 2.40) |
| SUPER POWER STEAM LOCOS, by R. J. Cook | $ 8.95 | ($ 8.50) |
| RAILROADS OF YOSEMITE VALLEY, H. Johnston | $10.00 | ($ 9.50) |
| SNOWPLOW, by Gerald M. Best | $ 6.00 | ($ 5.70) |
| 20TH CENTURY, by Lucius Beebe | $ 6.95 | ($ 6.60) |
| THE TRAINS WE RODE, by Beebe and Clegg, Vol I | $17.50 | ($16.60) |
| THE TRAINS WE RODE, Beebe-Clegg, Vol II | $17.50 | ($16.60) |
| THE OVERLAND LIMITED, by Lucius Beebe | $ 5.95 | ($ 5.65) |
| LIFE ON A LOCOMOTIVE, by George Williams | $ 5.95 | ($ 5.65) |
| DELAWARE & HUDSON, by James Shaughnessy | $16.50 | ($15.65) |
| GREAT DAYS OF THE CIRCUS, by Freeman Hubbard | $ 5.95 | ($ 5.65) |
| STEAM POWER: C&NW, by Charles T. Knudsen | $10.00 | ($ 9.50) |
| OPEN THROTTLE (rail-fiction stories) | $ 4.95 | ($ 4.70) |
| STEEL RAILS TO VICTORY, by Ron Ziel | $14.95 | ($14.20) |
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| JANE'S WORLD RAILWAYS | $55.00 | ($52.25) |
| RIGHT-OF-WAY (Abandoned Roads) | $ 4.95 | ($ 4.70) |
| SANTA FE'S BIG THREE | $17.95 | ($17.00) |
| AMTRAK CAR SPOTTER, edited by Bob Wayner | $ 4.95 | ($ 4.70) |
| RAILROADS OF CANADA, by Leggett | $ 9.95 | ($ 9.50) |
| THE GREAT TRAINS, Bryan Morgan | $35.00 | ($33.25) |

# THE SWITCH LIST

All ads in this section cost 15¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

SPECIAL OFFER: $4 brings a 6-month introductory subscription ($5 to former subscribers) to my field-leading railroad Antiques & Artifacts sales lists and your choice of any one of the following: NEW 1909 Dietz RR lantern catalog (the Lindblom reprint). Mint 1971 Southern Pacific Harriman gold medal award tie tack, original issue. Wagner Palace Car Co. SGD fine old uniform button. Fine DM&NRy small brass property tag, used. Authentic 1860's Oregon Branch Pacific RR unissued 100 shares certificate, trains pictured, never folded. I specialize in the hard-to-find things seldom available elsewhere. Museum quality, collector's prices.—Scott Arden, Noti, Oregon 97461.

PHILADELPHIA & READING Railway public timetable collectors will thoroughly enjoy "A Pictorial Review: Reading System," hundred-page, 8½x11″, soft cover, plastic-bound book. Just chuck full of old Phila & Rdg. public tts, Shamokin Div., 1905; N.J. Southern Div., 1885; Atlantic City Railroad, 1920; lists of timetable forms, destinations, and dates, rare postcard station, train, right-of-way views, 82 in all, Reading Division, Schuylkill Valley branches, 1894; really a "must" for Phila. & Reading fans. Money back guarantee if not fully satisfied. Mailed book rate, fourth class mail prepaid. Send $5 today for your copy to Ed Gardner, Gardner Rubber Stamp Co., P.O. Box 847, Wilkes-Barre, Pa. 18703.

NEGATIVES: C&EI, D&H, GEORGIA, D&SL, DWP, G&F, DLW, FEC, GBW. Send 65¢ for listing DFG-103. Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

INTRODUCTORY OFFER. $5 brings you 6 months of field-leading Antiques & Artifacts sales lists and your choice of any one of the following: Wabash RR advertising dept. flag-logo, copper-surfaced, printer's block, good, used. 1947 ICRR uniform rules booklet, highly illustrated, near mint. Mopac half-pint glass milk bottle, fine, used, red logo imprinted large. Trainman silver cap badge, unmarked N&W stocks, slightly used. Previous subscribers send $1 additional.—Scott Arden, Noti, Oregon 97461.

1906 PENN TIMETABLE New York-Philadelphia, photo copy, excellent, one dollar plus SSE, no stamps.—Hugh Lawson, 5319 29th Ave., Gulfport, Fla. 33707.

NEGATIVES: Alaska, Alton, C&A, Clinchfield, ACL, BAR, C&IM. Send 65¢ for listing ABC-100.—Railway Exchange, P.O. Box 408, Moraga, Calif. 94556.

WANT to sell negatives or original slides? RFM needs you, buyers waiting. Send 75¢ for sample copy to P.O. Box 4676, San Francisco, Calif. 94103.

PULLMAN AND AMTRAK material wanted, any category. What do you have to offer?—Ross, Box 222, Enfield, Conn. 06082.

REQUIRED READING the oldest and only "History of the Reading Railroad" available, $14.50 postpaid, insured. Free brochure.—Richard N. Mansley, 7722 Loretto Ave., Philadelphia, Pa. 19111.

OHIO TROLLEY TRAILS, the 152-page best seller written by Harry Christiansen, has been reduced from $6.95 to $3.50. Has 70,000 words, 420 pictures and 19 maps.—Transit House, Box 3004, Erie, Pa. 16508, for prompt delivery. Special price for 10 or more copies.

PULLMAN CAR COMPANY original film negatives (size 11x14) of freight car equipment from the 1930-40 era. Many different railroad cars included. Send large SSE for list.—Depot Attic, 377 Ashford, Dobbs, Ferry, N.Y. 10522.

WORLD OF SOUTH AMERICAN STEAM, new, from Roy Christian and Ken Mills, color covers, 136 pages, over 200 photos. Seen in action: 1876 BLW 4-4-0, BLW 2-6-6-0T, the last 4-8-4s on the continent. Send $7.95 for softbound, $10.95 hardbound, to Roy Christian, 1691 Wilshire Dr., Aptos, Calif. 95003. And 6% sales tax in Calif.

PHOTOGRAPHS: Trolleys and interurbans: CSL, CNSL, CSSSB, ITS, CAE, TMER, size 616, 15¢ each; 122's, 90¢ each; 4x6's, $1 each. Sent on approval in groups of 100 or more. You pay postage both ways.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

EAST GERMAN WINTER RAILTOUR: March 16-26, 1975, special wintertime tour to narrow-gauge and traction lines in East Germany for 11 days visiting Nordhause, Strassberg, Wernigerode, Meinersdorf, Cranzahl, Schoenehiede-Sued, Muegeln, Dresden, Radebuel, Gotha, Tabarz, Frankfurt, and Bebra; all-inclusive rate, share double at hotels, all 3 meals in East Germany. From New York, $738. Write for flyer from Rail Study Tours, 164 Maple Ave. East, Vienna, Va. 22180.

SWISS TRACTION TOUR: May 29-June, 1975, two weeks special tour to traction operations in all of Switzerland, with special operations and photo run-bys, particularly of older equipment not now used in regular service. All-inclusive rate for land portion only, share double at hotels and 2 meals daily, $875. Write for flyer from Rail Study Tours 164 Maple Ave. East, Vienna, Va. 22180.

CHICAGO & NORTHWESTERN RR Historical memorabilia wanted.—Alden Miller, 3212 34th Ave. So., Minneapolis, Minn. 55406.

YOU'VE HEARD one train record, you've heard thousands. Right? Wrong! "Twilight of the Gods" transcends sound effects. Recorded as an esthetic concern without padding, no phony runbys and no specials of the months. Forty-four minutes of FULL STEREO and directionalized monaural recordings give rare glimpses of twilight of freight and passenger activity on Rio Grande's Alamosa Div. and Magma Arizona under steam; inside the cab starting on 4% grade, and much more. Note: limited offering. Next available. Postpaid. $6 record, $9 tape.—T.C. Grove, 8444 Lake Gaby Ave., San Diego, Calif. 92119.

PULLMAN UNIFORM buttons, large, $1; small 75¢. Available in silver and gold finish. Mint set of four, $3, postpaid.—Tom's, Box 222, Enfield, Conn. 06082.

WANTED: Railroad items of New Hampshire, Vermont, Maine; book, paper material, hardware, china, lanterns, etc. B&M items. State price.—Terry Barlow, Box 87, Washington, N.H. 03280.

ATLANTIC COAST LINE wall maps 35x45″, heavy paper, wooden towel ends. Mint, $7.50 each, 3 for $20, or will trade for FEC items.—Joseph Bacon, 2 Solano Ave., St. Augustine, Fla. 32084.

KAHULUI RAILROAD Company, Hawaiian Islands, railroad stamps, 6¢ rose and 18¢ black only $6.50 the pair. From a small holding we can now offer these rare railroad stamps. All very fine, unused. They should go quickly, so order your set now. Not many of these scarce stamps are around. Splendid rate addition to your collection.—Ed Gardner, 22 Garden Ave., Mountaintop, Pa. 18707.

WANTED: Brakeman's summer uniform and hat desired by hobbyist. Good condition, any railroad; specify size, price.—David Mattoon, 1547 N. Sheridan Rd., Lake Forest, Ill. 60045.

FOR SALE: Brass locks, keys, lanterns, magazines, iron locks, J3-EmpJ3, photos, books, punches.—Harry Sawyer, 610 Empire Blvd., Rochester, N.Y. 14609.

NEGATIVES: CIL (Monon), C&WC, CSTPM & Omaha, COFGA, CNJ, CV. Send 65¢ for listing CCC-101.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

BE AN EARLY Amtrak collector! Starter set of twenty different mint timetables and promotional publications, dated between 1971 and 1973, send postpaid with list for only $4.95.—Tom's Post office Box 222, Enfield, Conn. 06082.

WESTERN RAILROAD books from all major publishers plus many less known companies. New standard books, and some out of print. Newly revised list for 50¢.—The Tumbleweed RM, 37663 Niles Blvd. Fremont, Calif. 94536.

FOR SALE: 78 copies Railroad Magazine, 1942-11, 1943-11, 1944-6, 1945-8, 1946-8, 1947-11, 1948-10, 1950-3. Best offer.—M.B. Harper, 4321 Apalachee St., Jacksonville, Fla. 32210.

WANTED: DL&W Railroad and Central Railroad of N.J. passenger timetables from 1918 to 1923, inclusive.—George W. Polhemus, P.O. Box 1048, Pembroke, N.C. 28372.

WANTED: Any Amtrak and Pullman material; also NW and VGN passenger timetables, menus, etc.; must be in good condition.—Cutter, Box 35, Salem, Va. 24153.

NY CENTRAL 1975 calendar, a different photo for each month, historical dates noted, $2.50 each. Ohio residents please include sales tax.—New York Central System Historical Society, Inc., Box 10027, Cleveland, Ohio 44110.

PHOTOGRAPHS: Trackless trolleys, U.S.A. and Canada, size 616, 55¢ each, sent on approval in groups of 100. You pay postage both ways.—Railway Negative Exchange, P.O. Box 408 Moraga, Calif. 94556.

CENTRAL NEW ENGLAND RAILWAY, a pictorial review, 100 pages, 8½x11, soft cover, plastic bound. No history. Contains complete 1916 employees timetable, with all rules, regulations, schedules. Also a complete public timetable and the balance all photographs of old CNE trains, stations, right-of-way scenes, wrecks, pictures galore. Main line and all sub-divisions, really. Mailed book rate, fourth class mail postpaid. Send only $5 today for your copy.—Ed Gardner, 22 Garden Ave., Mountaintop, Pa. 18707.

1975 CALENDAR featuring 13 beautiful photos of recent Southern Railway steam excursion in the Deep South, opens to large 11x17 inches, $2 postpaid. Add 50¢ for first class postage. Add 50¢ with order for specification/diagram sheet of clubs No. 77, $1 if ordered alone.—North Alabama Railroad Club, Box 4163, Huntsville, Ala. 35802.

WESTERN RAILROAD, mining paper, from 1850s on, all original. Stocks, checks, timetables, tickets, passes, waybills, vouchers, posters, old mounted photos, brochures, miscellaneous. Send 50¢ for newly revised lists.—The Tumbleweed, RM, 37663 Niles Blvd., Fremont, Calif. 94536.

NEGATIVES: Erie, GC&SF, KCM&G, KCS, GTW, IHT, ITS. Send 65¢ for listing GEGK-105.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

BUYING slides or negatives? Tired of constantly sending for lists? Rail Film Monthly has new listings of negatives and original slides in each bimonthly issue. Send 75¢ for sample copy to RFM, P.O. Box 4676, San Francisco, Calif. 94103.

RAILROAD RELICS. The Village Depot, new, illustrated, depot-equipment-collector's guide, $4; "Elegant Diner," $4; "1974 price guide," $3.50; all three for $10. Also, send SSE for dealer's discount auction list.—Jim Bartz, 11210 Lavender, Fountain Valley, Calif. 92708.

PASSENGER-CARRYING trains, 3½ to 24" gauges, steam, gas, all types, new, used, custom-built, photos, brochure, $2 currency.—130 County st., Seekonk, Mass. 02771.

BLUEPRINTS, covering Pennsylvania Railroad steam locomotives.—C.E. Geisler, Box 35, Lenni, Pa. 19052.

ALLEN SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06430, sells pre-Amtrak timetables, tourist and settler guides, maps, books. Official Guide, Nov. 1922, $32.50. Others 1950s thru 1973. Connecticut Railroad Commissioners reports, 1800s-1909, most with maps; also few Rhode Island. Steamship, trolley, and bus timetables, guides. Lionel catalogs 1935-1966. Large collection paper railroadiana. State specific interest and enclose 50¢ for each listing wanted. I have no catalog, but prepare list to individuals requirements. No hardware. Write your wants; I may have them.

WANTED: 35mm 2nd-generation diesel slides of each unit of MP, SP, SF, UP, Canadian, Mexican, BN, CNW, Frisco, KCS, MILW, N&W, SOU, SCL. Please write for details.—John Mussen, 40 Hawkins Ave., Hamburg, N.Y. 14075.

TMER&L CO. (Milwaukee Electric Lines) Dec. 16, 1928, 20-page system timetable, Xerox copy, $3.25.—M.D. Meyer, 128 Corner St., Watertown, Wis. 53094.

NEGATIVES: Pere Marquette, THB, Ry Express, TPW, Wabash, Western Maryland. Send 65¢ for listing PTW-106.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

BRITISH RAILWAY oil lamps and lanterns, all genuine relics of the British 'steam' era, available for sale. Other British Railway relics can also be obtained on your behalf. For details and prices write to Graham Mimms, 29 Broadmeads, Ware, Hertfordshire, England.

DENVER, SOUTH PARK & PACIFIC, autographed by author Mac Poor, 493 pages, plus maps, nice condition. Best offer over $200.—F. Kelley, 1217 Huntoon, Topeka, Kan. 66604.

"RAILS AROUND GOLD HILL," very good, $150. "Switzerland Trail of America," very good, $150. "When Beauty Rode the Rails," Beebe & Clegg, very good, $40. Many other rare books at our store, weekends, Depot Attic, 377 Ashford Ave., Dobbs Ferry, N.Y. 10522.

I HAVE for trade a number of Rock Island, Route of the Rockets, and Mo-Pac mint decks playing cards to trade for decks I don't have. I can even trade mint decks for good used decks or will buy your duplicates.—Margaret Meyer, 67 Hall St., Akron, Ohio 44303.

TROLLEYBUS FANS, write NATTA, 1042 Bardstown Road, Louisville, Ky., for brochure, 71-page data book of rosters, dates, much more, $5.50 (See review in 9/73 Transit Topics).

CANADIAN STEAM photos, actions, stills; CN, CP, TH&B, NAR, PGE, ONR, many short lines. 40-page list and sample 8x10 for $2. Write Dick George, RR#1, Waubaushene, Ont, Canada.

NEGATIVES: LASP&LA, L&H, L&HR, L&A, LI, MeCentral, MKT, L&M, M&A. Send 65¢ for listing LLM-104.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

OVER 200 color prints/slides of eastern, southern power, cabooses, work cars, snowplows, also date nails. List and sample print $1. SSE.—Paul Noble, 508 Elizabeth Rd., Yorktown Heights, N.Y. 10598.

RAILROAD LANTERN auction: R&FC, OSL, CN, NYO&W, etc. No junk, mostly tall, some bellbottoms. Also few locks and keys. Send SSE.—John L. Burn, 1111 Stanton Drive, Shelby, N.C. 28150.

STAN F. STYLES sells original steam negatives of logging, industrial; also juice negs. BCER, MILW, BAP, WEG, GN; and diesel SPS, YN, NP, MILW, CP, BCKG, PGE, etc. Photos: 1400 stations, steam, diesels, log., indust. etc. 35mm color of BN (old, new colors) CP, MILW, VPAC, PGE, BCRy., etc.; stations of Can. Pacific Northwest, Montana, etc. Master list 25¢.—Stan Styles, 19 W. 18th Ave., Vancouver, BC. V5Y 2A3, Canada.

SETH BRAMSON, 8035 Cecil, Miami Beach, Fla 33141, buys, trades for anything FEC or predecessors or anything Florida. Buys rail, trolleyana in quantity. Sells selected items; fills want lists.

NEGATIVES: M&STL, NYO, New HAVEN, MC&STL, MN&S, NS, P&WVA, NYSW. Send 65¢ for listing MMN-105.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

FREE railroad rubber-stamp catalog showing trains, trolley cars on rubber hand-stamps. Chicago & North Western, Pennsylvania, Rock Island, Jersey Central, Lehigh Valley, Delaware & Hudson, Santa Fe, old Hudson & Manhattan Railroad emblem, Shay engine, Seaboard Railroad. Write to Ed Gardner, Gardner Rubber Stamp Co., Rear 73 South Washington St., P.O. Box 847, Wilkes-Barre, Pa. 18703. Also sells "Adirondack Vistas," 100-page book on old Adirondack Lines for $5 each, a pictorial of old lines in that area, New York Central & Hudson River Railroad, Delaware & Hudson postcard scenes, timetables, and the like. (See ad on page 63 of Aug. '74 Switch List.)

FOR SALE: Pittsburgh division tt. #1, May 13, 1877 18x25", reprint, $2 postpaid.—The Cabin Car, 702 Hastings Dr., Harrisburg, Pa. 17109.

ORIGINAL 1924 MAPS, of New York Central Lines, many other railroad collectables. Price list for 50¢, refundable with $5 minimum order.—Connecticut Valley Railroad Museum, Inc., P.O. Box 452, Essex, Conn. 06426.

BUYS, SELLS all sorts of railroadiana, including magazines. Send 10¢ stamp or write requests. My 15th year of fair deals.—Dave Nestle, RD #2, Greenwich, N.Y. 12834.

CATALOG of 1,000 electric railway photos, 16¢ stamp, includes ITC, IRR, BCE, WCF&N, Potomac Edison, B&A, W&OD, CR&IC, LVT, 41 others.—Seth Steventon, Kennan, Wis. 54537.

WANTED: Anything on Putnam Division of NYC. Working on history of past and present operations for book.—Dan Gallo, 14 Fairview Pl., New Rochelle, N.Y. 10805.

OFFICIAL GUIDES, 1964—1973; emp. tts. of LIRR, PRR, CNJ, PC; Railroad Magazines, 1933-1974, misc. railroadiana. Send SSE.—William W. Fausser, 251 Raff Ave. Mineola, N.Y. 11501.

SELLING railroad, trolley, bus, trolleybus, steamship, ferryboat, and airplane negatives, photographs, books, timetables, etc., U.S. and European, 1920s to 1960s. Low prices! Send stamped self-addressed envelope for details. State specific area of interest.—W. Edwards, P.O. Box 80135, Seattle, Wash. 98108.

GORDON S. RAMSEY, 1210 E. Sunny Oaks Circle, Altadena, Calif. 91001, wants data and pix on U.S. Army 4000 series 0-6-0's built for domestic use, for intended article and roster.

LILLIAN'S SHOP, the only mail-order shop of its kind specializing in railroad silverware, china, glassware, linens, and related railroadiana, formerly of Chicago, Illinois, is now permanently situated in North Hollywood, California. Lillian has what is probably the largest stock of railroadiana in the world and is expanding to include paper goods and some hardware. She publishes a catalog about twice yearly, available to the public for $1. Write for a catalog to Lillian's Shop, P.O. Box 4777, North Hollywood, Calif. 91607.

J.M. SEIDL, 1811 17th Ave., Menaminee, Mich. 49858, sells original color slides on approval of SOO, LS&I, AC, ON, NS, ATC, RDG, GM&O, and C&O.

WANTED for research project: photos and other material on small railroads that served the iron industry in northern New Jersey.—Larry Lowenthal 4601 Quality St., Fairfax, Va. 22030.

WANTED: Locomotive builders' plates, electric, steam, and diesel; good prices paid.—Warren L. Norcross, 1547 Baltimore Ave., Folcroft, Pa. 19032.

RAILROAD, TROLLEY, ferries, autos, etc., since 1953, good slides or photos for sale. Send 48¢ stamps for lists—specify wants—to 35-Slides, Box 6098, Colorado Springs, Colo. 80934.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned camera, sizes 120-620, 116-616, for large oblong negs. Details free.

FOR SALE: Railroadiana, including lamps, badgers, lanterns. Send SSE for list. I want Lackawanna and New York Central items.—Dick Aichele, Box 184, Little Falls, N.J. 07424.

AMERICA's great new hobby: collect railroad date nails. Many RRs hammered attractive unique nails with year dates on head, to control wear of crossties. Varieties are fantastic over past 70 years. Short RRs will soon be picked. Will mail certified, postpaid, 16 varieties $5, 35 varieties $10, all old, mounted, labeled, short RRs. For free info send one stamp. Join Texas DNCA.—Forrest Morris, 142 East Front St., Hattiesburg, Miss. 39401.

I WANT anything on the Duluth, Winnipeg & Pacific or its predecessors, like the Duluth Rainy Lake & Winnipeg. Working on book. Also interested in the KO&G, MV, OCA&A. Also pre-merger only CB&Q, C&S, FW&D, WV. Will buy or trade Burlington lines steam or diesel negs., pub. and emp. tts, passes. List completely what you have. If you desire trade, send SSE.—Jim Seacrest, 2101 Birchwood, North Platte, Neb. 69101.

RAILROAD MAGAZINE, 1930s to date; other rail magazines, and all sorts of railroadiana. Send 10¢ stamp for listing.—David Nestle, RD #2, Greenwich, N.Y. 12834.

RAILWAY NEGATIVES and original slides for sale; mostly diesel, some steam and elec.; mostly eastern, some western.—W.J. Brennan, 82 Devonshire Rd., Cedar Grove, N.J. 07009.

COLLECTOR constantly purchasing baseball and football tomes, guides, world series programs, tickets, gum cards, and unusual mementos. Contact John Sullivan, 3748 North Damen, Chicago, Ill. 60618.

WANTED: Boston & Maine equipment diagram books, dated around 1925-1928, freight, passenger and loco, original or copy; must be complete. Top cash.—John Weston, Box 339, Wilmette, Ill. 60091.

LOCOMOTIVE SLIDES: roster/action. Fa's, Pa's, C-Liners, M420's—we've got them all. Send $1 for catalog and 2 samples. You will automatically receive all supplements to our rapidly growing catalog.—The Rail Image, Dept. G-5, P.O. Box 289, Denville, N.J. 070834.

RMS, UNIQUE GIFTS for everyone; railroad jewelry—tie bars, scatter pins, lariat ties, and key rings; drawings by Bob Lorenz. Our handy catalog available for one dollar (refundable) to Replica Mail Specialties, P.O. Box 2820, Grand Central Station, New York, N.Y. 10017, Dept. RA.

WANT to sell negatives or original slides? RFM needs you; buyers waiting. Send 75¢ for sample copy to P.O. Box 4676, San Francisco, Calif. 94103.

RAILROAD STOCK certificates catalog plus beautifully engraved certificate $2. Also eager to buy all stock certificates and bonds.—Ken Prag, Box 431-R, Hawthorne, Calif. 90250.

FOR SALE: complete nationally-known miniature railroad. One sixth full size (2 inch scale) 9 and 7/16 inch gage. Ruggedly built for hard use and long life. Excellent for research and development. Signals actuated by track circuit using Union Switch & Signal equipment. Can also be used for hobby or profit. Automatic air brakes, one mile of track. 2 diesel type locomotives (2½ ton and 1½ ton), equipped for MU operation or separated, can pull 200 adults. 31 steel underframe cars with fully-sprung, equalized 4- and 6-wheel trucks. New forged steel wheels with hardened treads and Timken bearings. Price $66,500. Catalog with photos and technical information $5.00. Also many spare parts, tools, patterns, jigs, etc., not shown in catalog are available at negotiated price. Subject to prior sale.—Henry E. Becker, Centerville & Southwestern R.R., (Becker Farm), Livingston Ave., Roseland, N.J. 07068.

COLOR ENLARGEMENTS from your slide or negative, 8x10 size $3.98. Additional prints from same negative $1 each. Add $1 for handling and postage.

**Crestbrook Forest Industries HS-5 hydraulic switcher, ex-CP Rail, at their Canal Flats, B.C., sawmill in 1974.**

W.R. Hooper, Box 1662, Golden, B.C.

—Lamplighter Color Labs, 433 Castleton Ave., Staten Island, N.Y. 10301.

TRACTION MOVIES in regular 8mm, 48 black & white subjects covering 67 companies from coast to coast, and eight color subjects covering 12 companies. SSE for list. All sales on money back guarantee.—Kaw Films, Box 155, Hays, Kan. 67601.

FOR SALE: railroad emblem watch fobs in colored porcelain, over 90 different, only $2.50 each. Stamp for free list. Also have bolo ties and belt buckles.—Hoover's, 1208 Fruit, Peru, Ill. 61354.

RR ANTIQUES & ARTIFACTS. Widest selection anywhere. All authentic, most old, much rare. Museum quality (Smithsonian a repeat customer) at collector's prices. Current lists for 3 stamps.—Scott Arden, Noti, Oregon 97461.

DINING-CAR silver, large selection, all marked Illinois Central R.R. Includes 11-oz. coffeepots, compotes, sugar bowls, creamers, menu holders, crumb knives, cash trays, and much more. Send SSE for list.—John Nalley, Box 262, Bradley, Ill. 60915.

TRACTION NEGATIVES: for sale or trade, size 616. Regrouping collection, building central states, thinning others. Let me know what you need and have to offer.—Dick Rumbolz, 3134 S. 29th St. #1, Lincoln, Neb. 68502.

WANTED: One copy in good condition of the book "Night Train," published by Pacific Ry. Journal in 1961. Either regular or deluxe edition acceptable. State price in first letter.—John R. Taibi, Box 486, Brentwood, N.Y. 11717.

WANTED: CHICAGO & NORTH WESTERN R.R. historical publications, timetables, annual reports, psgr. train consist records, train bklys, postcard views, maps, folders, rosters, passes, etc. Alden Miller, 3212-34th Ave. S., Minneapolis, Minn. 55406.

OLD RADIO PROGRAMS on cassettes or reels. Your favorite shows return. We have thousands of programs to chose from: Amos & Andy, Fred Allen, I love a Mystery, Inner Sanctum, Sherlock Holmes, etc. For our catalog send 50¢ to Remember Radio Inc., Box 2513U, Norman, Okla. 73069.

FOR SALE: Railroad Magazine, about 60 copies, years 1941-1970 (not complete years) 85 cents each current Railroad Magazine price.—Elmer Graff, RR 1, Box 646, East Alton, Ill. 62024.

W. EDWARDS, P.O. Box 80135, Seattle, Wash. 98108, selling RR, trolley, bus, steamship, ferryboats, and airplane: negatives, photographs, books, timetables, etc., U.S. and European, 1920's to 1960's. Low prices! Send stamped, self-addressed envelope for details, State specific area of interest.

ENJOY COLLECTING an exciting panorama of railroad history, to be treasured now and preserved for future generations, and at a surprisingly modest cost. Starter set of one hundred (100) different authentic railroad playing cards from past to present only 20¢ each. Send stamp for latest list.—Margaret Meyer, 67 Hall St., Akron, Ohio 44303.

I WANT TO BUY Colorado Midland lantern or timetable, any year. Also want Colorado silver passes, brass lanterns.—Dr. Prokes, 7850 South Kenneth, Chicago, Ill. 60652.

**1975 NKP SOCIETY CALENDAR, 14 new 8x10 photos of NKP and predecessors. Don't delay, order now. $2.50 each, postpaid.—NKPHTS, Box 9254, Ft. Wayne, Ind. 46809.**

**FOR SALE: old railroad, trains, model and employees magazines, other railroadiana; send for list.—Edwin W. Martin, 470 Western Ave., Lynn, Mass. 01904.**

**WANTED: Akron, Canton & Youngstown photos, rosters, maps, builders' prints, and historical data. —Mark Kostolich, 86 Menlo Park Dr., Akron, Ohio 44313.**

**WILL BUY condensed profile booklets, any division, any railroad. Write, giving description, condition, and price.—Jay Lentzner, Box 393, Perry, Iowa 50220.**

**DETAILING A MODEL, collecting roster views? See us. 1200 slides covering all major U.S., Canadian, and Mexican roads, also passenger cars. Catalog and sample $1, refundable.—Thomas Chenoweth, Box 811, Poway, Calif. 92064.**

**WANTED: will buy PRR employee and public tts., track charts, maps, and other printed PRR material.—Howard Sanford, 702 Hastings Drive, Harrisburg, Pa. 17109.**

**RAILROAD STAMPS from the world over sent for your free examination. No obligation. Comprehensive assortment. Return postage paid.—Stamps Galore, 2409 John Ave., Superior, Wis. 54880.**

**NARROW-GAUGE buffs: Limited edition, 1200 printed, a comprehensive, 231-pg., 8 ½by11″, hard cover history of Ohio's last narrow-gauge railroad, the Bellaire, Zanesville, & Cincinnati; ("Bent, Zigzag, and Crooked"), "A Narrow Gauge Railroad," by Arly Byers, is available in plain hard cover or personalized editions at $8.61, tax and postage incl., from Sentinel Printing Co., Inc., 203 Eastern Ave., Woodsfield, Ohio 43793.**

**NEWEST duplicate slide sets from Northwest Rail Images, 4891 Donald St., Eugene, Ore. 97405, feature recent Northwest steam and minor Canadian railways (QNS&L, GWWD, etc). Older sets include CMSP&P electrics, pre-Amtrak varnish, short lines, and other Canadian lines. 25¢ brings list, sample.**

**FOR SALE: out-of-print railroad books and paper; lists monthly. Poor's Railroad Manuals pre-1900; wax sealers, special list. SSE.—Charles Gardiner, 39-20 220th St., Bayside, N.Y. 11361.**

**SILVER FILIGREE Otto Mears Pass, many other unusual relics, out-of-print books, timetables, passes, in our next mail auction. Get list from Colorado Railroad Museum, Box 10, Golden, Colo. 80401.**

**BURLINGTON NORTHERN photos: diesels, cabooses, passenger cars, work equipment. List includes NP, GN, CB&Q in original numbers as well as renumbered equipment in old colors from all the pre-merger roads. Send 10¢ for list to Lee Hastman, P.O. Box 97, Morton Grove, Ill. 60053.**

**KODACHROME DUPLICATE slides. Choose from comprehensive collection of GN, NP, SP&S, CB&Q, MILW, BN, including diesels, electrics, freight, and passenger cars, work cars, structures. Also a representative selection of CN, CP, ATSF, SOO, SP, WP, UP, and other Midwest, Western, and Eastern roads. Our new detailed printed catalog and 2 samples $2, first class.—Cordell Newby, 1604 3rd N.E., East Wanatchee, Wash. 98801.**

**FLORIDA EAST COAST and Florida railroadiania wanted. Will buy or trade menus, passes, timetables, dining-car items, etc.—Jon Nelson, 9911 W. Broadview Dr., Miami Beach, Fla. 33154.**

**WANTED: old express co. hard goods items, especially call-card signs and wax sealers.—Willis Neuwirth, 2069 Carabel Ave., Lakewood, Ohio 44107.**

**"IRON HORSES," by Hamilton, first edition, 1941; "Trains in Transition," 1942; "Highball," 1941, and "High Iron," 1938, all by Lucius Beebe. "Trains of Today and Tomorrow," National Geographics Magazine, 1936, all in good condition. Best offer. Also Eumic dual 8 movie sound projector, like new, $150.—Paul W. Rumer, 860 Cottman Ave., Philadelphia, Pa. 19111.**

**LEARN AUCTIONEERING; my complete method $8.—Perry Auctioneer, Rte. 2, Chaffee, Mo. 63740.**

**WANTED: steam locomotive pix of any road in Canadian locations, also Canadian roads in U.S.— A. Drake, Box 298, Hazeldean, Ont., Canada.**

**HO, N, Z GAUGERS save money! Anything you need 25% off regular price. Send your want list with long SSE. and 25¢ to Polar, P.O. Box 24121, Cleveland, Ohio 44124.**

**35MM slides EL L&HR, LV, RDG, CNJ, PC, WM, B&O, N&W, D&H, many others, 25¢ for list.—Ray Hakim, 21 Clauss Ave., Paramus, N.J. 07652.**

**COLOR SLIDES of diesel and steam locomotives, large assortment covering all Class 1 railroads and many short lines. Black and white action photos. Sample and catalog 35¢.—Midwest Photo, Box 13801, St. Louis, Mo. 63147.**

**218 ISSUES, 1930-1954, Railroad Magazine, poor to very good condition. Make reasonable offer for collection or individually.—Robert Labar, 1820 W. 56th, Erie, Pa. 16509.**

**WANTED: Lionel #214R refrigerator car, 205 LCL merchandise containers, 208 chest of tools 163 freight station set, 437 switch signal tower 210L manual switch, for operating standard-gauge layout.—Bob Puchalski, 3903 Edgeland Ave., Royal Oak, Mich. 48073.**

**CANADIAN STEAM PHOTOS, actions, stills, CN CP, TH&B, NAR, PGE, ONR, many short lines. 40 page list and sample 8x10 for $2. Write Dick George, RR #1, Waubaushene, Ont., Canada.**

**TROLLEYBUS FANS, write NATTA, 1042 Bardstown Road, Louisville, Ky. 40204, for brochure. 71 page data book of rosters, dates, much more $5.50 (see Transit Topics review 9/73.)**

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**"RAILS AROUND GOLD HILL," very good, $150 "Switzerland Trail of America," very good, $150 "When Beauty Rode the Rails, Beebe & Clegg, very good, $40. Many other rare books at our store weekends, Depot Attic, 377 Ashford Ave., Dobbs Ferry, N.Y. 10522.**

## Coming Events

(No charge for listing in this section.)

Nov. 9 & 10: railroadiana flea market, all types of toy and model trains buy, trade, sell, Elks Club ballroom, Mansfield. Contact John R. Smith Mansfield Model RR club, 52½ N. Main St., Mansfield, Ohio 44902.

Nov. 30 & Sec. 1: two-hour steam trip to Yorklyn, Dela., behind ex Mississippi Central 4-4-0 No. 98 hauling steam-heated ex-EL coaches Write Wilmington & Western R.R., Box 1374, Wilmington, Dela. 19899.

Dec. 7: pre-Christmas weekend on ex-Maine narrow-gage steam a Edaville R.R., South Carver, Mass. Old-fashioned New England dinner overnight in Cape Cod motel, and circus museum visit arranged for rea sonably priced "package" trip. Special bus from NY Port Authority o Sat., return early Sun. evening. Write George Basch, trip chairman, N.Y Chap., Railway & Locomotive Historical Society, 85-35 143rd St., Jamaica N.Y., or call 212 523-2154.

Dec. 7 & 8: 13th annual show, Lakeside Model Railroaders Assn Toronto, Ont. Write R.W. Owen, president, 66 Oakmont Rd., Apt. 110 Toronto M6P ZM8, Ont., Canada.

Dec. 28: second annual steam-in-the-snow doubleheader with two ex-C Pacific G-5s, Bellows Falls to Rutland, Vt., round trip, capacity limited Details from Steamtown Foundation, Box 71, Bellows Falls, VT. 05101, o call 802 463-3937.

## Pen Pals Wanted

(No charge for listing in this section.)

Darryl O'Brien, 3 Marion St., Seven Hills, N.S.W., Australia, engine-ser vice employe of New South Wales Railways, will correspond with anyon interested in railroading. (He tells us: "I am writing this letter in a dies cab while shunting in Sydney yard.")

(Miss) Mjw Jeanette van Wijk (age 14), daughter of Dutch traffic con troller, Deken de Lanckstraat 1, Nimjmegen, Netherlands, seeks correspon dence with similar-age son or daughter of a railroad employe.

Miss Maria Fatimo Puno, 461-A.F., Llamas Street, Tisa Labangon, Ceb City, Phillippines.

Mrs. Marjorie Tackett, 1210 N. 18th St., Phoenix, Ariz. 85006, wants inf on her late mother, Martha Pendleton, born June 12, 1884, at La Lafollett Tenn. As small children, the mother and her brother were orphaned an lived near Lafollette with grandparents. Wm. Pendleton or Wm. Claxto thought to be the grandfather, was killed by a train about 1885.

Mlle. Christine Thierry (age 19), 2 Impasse de Jasmin, Cite des Amand diers, 31240, L'Union (Haute Garrones), France, daughter of French railroa man, wishes correspondence in French or English with pen pals of simila age.

Charles Sepers, 4889 N. Delson Drive, Newfield, N.J. 08344, will write any girl interested in railroading.

Miss Gloria So (age 27), 231 Tres de Abril Street, Cebu City J-317, Philip pines, black-haired and black-eyed, interested in photography, traveling, e changing stamps and coins, etc.

Ted Grosvenor, 208 E. 26th St. N., Apt. 4 Wichita, Kan. 67219, wants t hear from anyone interested in the Denver, Boulder & Western.

Miss Sonja Skof (age 15), Saubersdorfergasse 50, A-2700 Wiener Neus tadt (NO), Austria, daughter of railwayman living 30 miles south of Vienn reads and writes English, will exchange letters with similar-aged daughter a railwayman.

Neil Browning, Lorenzo, Idaho 43432, seeks help in locating parents James Vetro (age 30), native of New York City now living in Thornton, Idah His mother's maiden name was Mary Ortego Vetro; father, James Samuels.

Mlle. Marie-Elizabeth (age 14) Hunault, 9 rue de Banjean, 7200, Le Man France, daughter of former French Railroad medical nurse, will correspon in English with daughter of a railroad employe, interested in motor racin reading, records.


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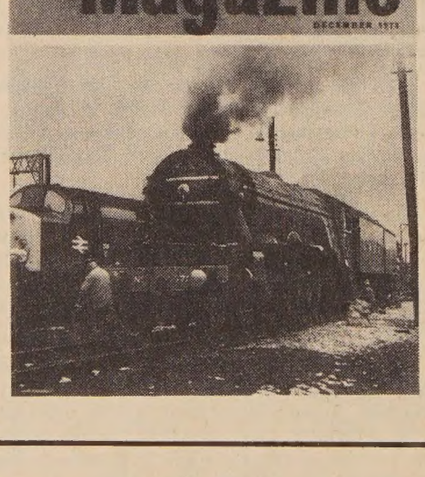


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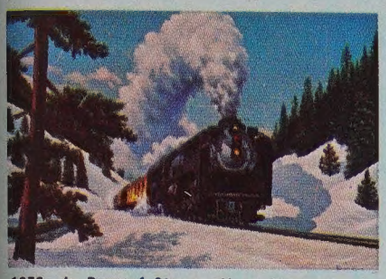

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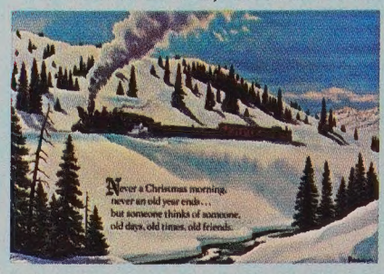


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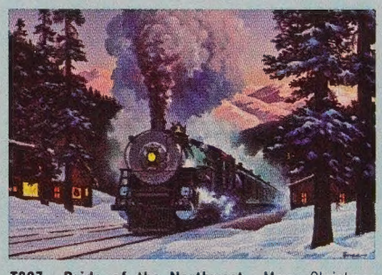
for renewing friendships we cherish
and there is no wish like
this tried and true one...

1081 **"Renewing friendships we cherish"**—Merry Christmas and Happy New Year



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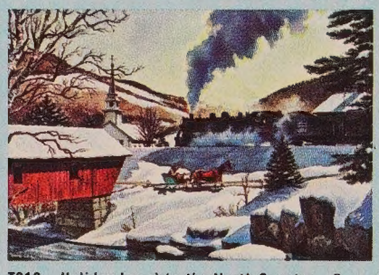

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